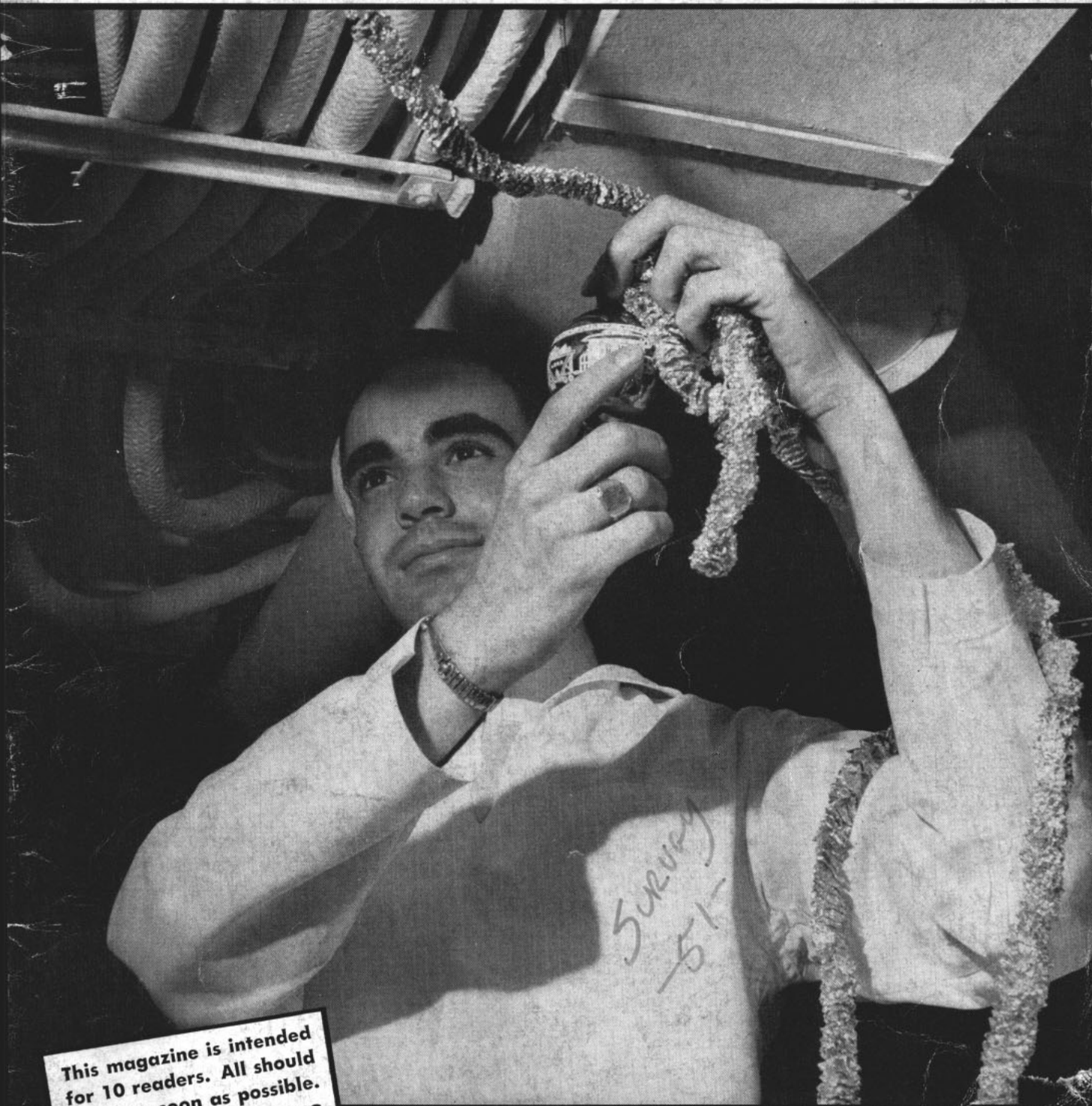


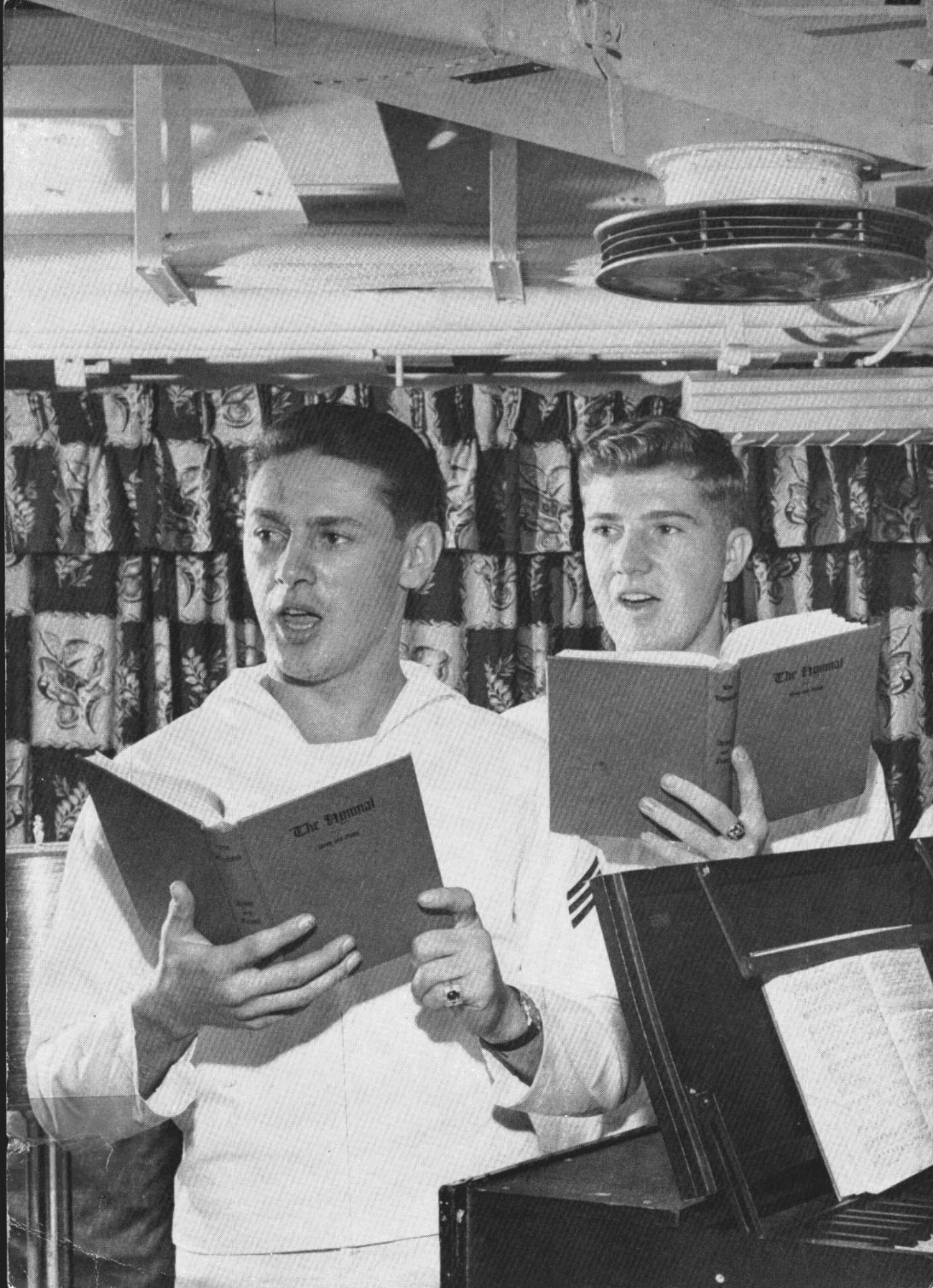
ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

DECEMBER 1955



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1955

Navpers-O

NUMBER 466

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The Chief of Naval Personnel

REAR ADMIRAL MURR E. ARNOLD, USN
The Deputy Chief of Naval Personnel

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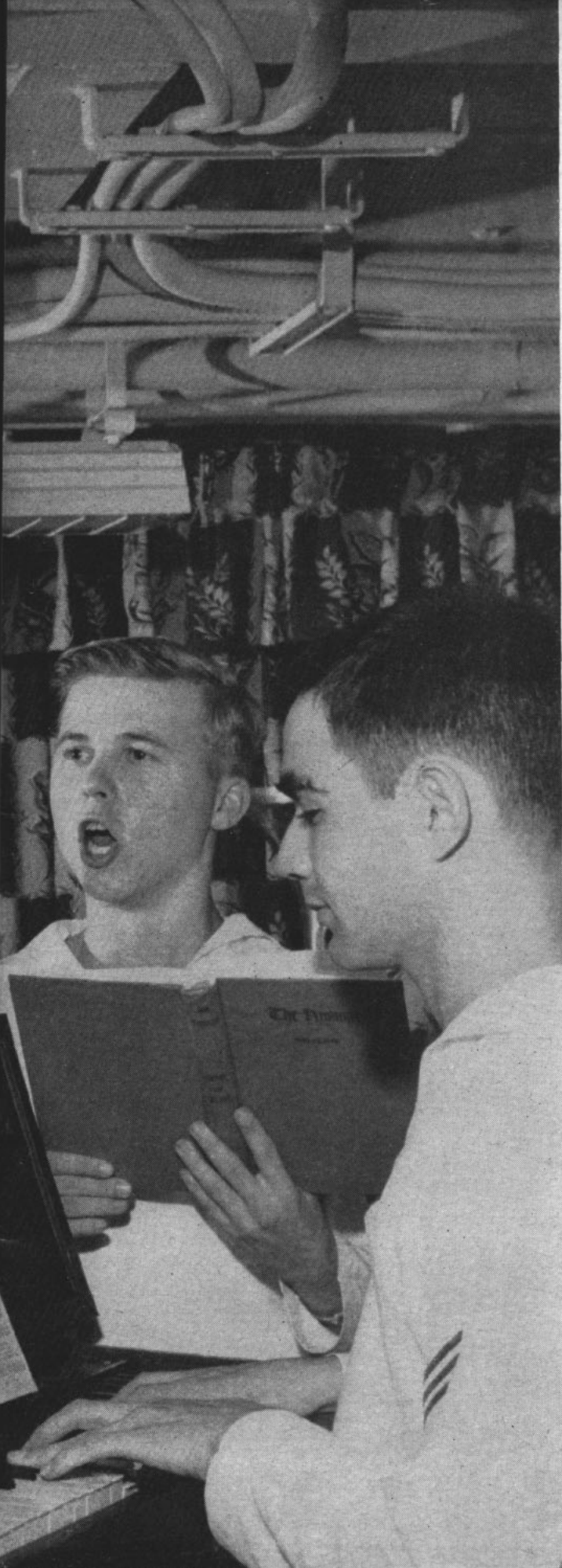
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David Rosenberg, **Art**
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• **FRONT COVER: GETTING READY** for a cheery Christmas on board USS Albany (CA 123), A. Castiglione, SN, USN, helps hang tinsel and ornaments from the overhead in the crew's lounge.—Photo by W. J. Larkins, PH2, USN.

• **AT LEFT: CHRISTMAS WARM UP**—Navymen at sea get together to practice harmony for the caroling season. Left to right are: D. J. Jacques, SN, USN; G. W. Graver, SN, USN; D. L. Carroll, YNSN, USN; A. Castiglione, SN, USN.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photos on pages 8 and 9 are by Woonsocket (R. I.) Call.





NAVY FAMILY LOOKS over Christmas gift opportunities in Yokosuka, Japan. Below: Gift is purchased in Cairo, Egypt.



Whitehat Santas Get Ready

WHEN SANTA CLAUS wears a white hat and does the family Christmas shopping, Navy style, there is no limit to the unusual and attractive presents that will be found poking out of bulging stockings or spread under the tree on Christmas morning.

Navymen and their wives at overseas stations, and sailors making liberty in foreign ports have an unusual opportunity to select gifts and mementos for their families—native

crafts, toys and objects of art purchased direct from the source, at spots all over the world.

Overseas shopping can be both fun and an education, at the same time eliminating some of the familiar headaches in getting different gifts to please friends and family.

Don't expect to avoid the rush associated with Christmas shopping, but here there is a difference. The market place where you are making your purchase might be crowded

A GOOD BUY in famed Moroccan leather is made by sailors in the Med. Right: Japanese toys attract youngsters.



ALL HANDS



A GIFT from England is purchased

for Christmas

with shouting merchants, pushcarts, and donkeys, but under this colorful turmoil is the leisurely old-world way of browsing and bartering with the merchant for the best possible deal.

Perhaps the best part of shopping on a "Navy visa," both at Christmas and through the year, is the feeling of pride that grows with the purchase of distinctive mementos and furnishings for your home, and the comments of your neighbors as they admire a Persian rug brought back from a Mediterranean cruise or a hand-carved coffee table purchased in the Far East.

The Navyman starting on a bargain-hunting tour in a foreign port requires some know-how — and the best thing to do is to rely on the advice of experienced old-timers who know the country.

If you're planning on buying a large or costly item, deal only with reputable merchants. The names of reliable dealers in foreign countries can generally be had by asking at the administrative offices of service activities where you are stationed, or at the American consulate or embassy.

Each country that the Navyman (or his dependents) visits will have some specialty for which it is famous,



SAILORS PAUSE during shopping spree in the interesting streets of Hong Kong. Below: Navy chief and wife buy a surprise for folks back home.





NAGASAKI LIBERTY gives these sailors opportunity to purchase unusual gifts. Below: A new addition for the home is contemplated by family overseas.



BOMBAY MERCHANTS display their Indian handiwork to interested sailor. Right: Sicilian artcraft is admired.



whether it be ivory or jade, wood-carving or metal work, leather crafts or fine embroidered cloths. It pays you to know ahead of time about the handicrafts of the area in which you are traveling, because you will know what to look for and can avoid the pitfalls of the tourist who falls for cheap imitations or items that are too costly.

Remember, also, that you should know the regulations that pertain to the sending of gifts through the mail, and the import of dutiable goods. There is a free import quota allowable to you as a serviceman when you return to the United States; however, you should check on the limits.

The customs laws and regulations on duty free entry of personal and household effects are contained in JAG Inst. 5840.2A, a copy of which is on file in Navy administrative and personnel offices.

If you bring back gifts to the United States the amount of all your purchases must be declared to the customs officials on the proper form. If you go over the free import quota, the duty may be high.

If you're sending gifts to the States through the mail, you'll have to comply with the regulations in OpNav Inst. 5840.1. This instruction is also on file in your personnel office, and your post office.

Incidentally, if your shopping list calls for the purchase of precious or semi-precious gems for your wife or sweetheart, you can get some important pointers on the various types of stones and what to look for in buying them in the December 1952 issue (page 20) of **ALL HANDS**.



LSTs UNLOAD on icy beach in snow storm. Right: Night photo shows transports stuck in ice off Point Barrow.

Sailors Keep Busy in Snow Country

NEITHER SLEET, nor ice nor gloom of arctic fog stayed the 126 Navy and MSTs ships from completing the largest sea transportation job ever attempted beyond the Arctic Circle. Much of the supplies and equipment they carried were for the construction of Distant Early Warning radar stations along the northern coasts of Alaska and Canada.

The extensive cargo-carrying operations began last July and were finished this fall. More than 500,000 tons of material ranging from radar

masts to housing materials were delivered to areas in the arctic wilderness where no cargo ships had ever sailed before.

The ships of the Navy's Military Sea Transportation Service, aided by icebreakers and an earlier recon group of "frogmen" and Navy Hydrographic Office personnel who made on-the-spot surveys of navigable channels and satisfactory beaching sites, plowed their way through dangerous and uncharted channels of arctic seas to off-load cargo in ice-choked harbors.

MISSION COMPLETED Navy ships unload supplies at snowy northern outpost.



EARLY RECON TEAM CHECKS possible landing site. Below: LCVF fends off ice from path of flagship.



Frank, Authentic Advance Information
On Policy—Straight from Headquarters

• **FEBRUARY EXAMS**—Just a further reminder that service-wide examinations for advancement to chief and other petty officer grades will be held on four successive Tuesdays beginning 7 Feb 1956.

Examinations for pay grade E-7 (CPO) will be held on 7 February; for pay grade E-4 (PO3) on 14 February; for pay grade E-5 (PO2) on 21 February; and for pay grade E-6 (PO1) on 28 February.

The examinations will be given to all eligible personnel except fire-controlman, printer and aviation electronicsman. These rates are being consolidated with other ratings for which examinations are being given.

● **RETURN TO ACTIVE DUTY**—Once released to inactive duty some Navy men who are in the Naval Reserve or Fleet Reserve are going to find it difficult to return to active duty in the same status. Restrictions are in effect which prevent these men, if they hold certain rates, from returning to active duty after being released to inactive status.

The rates which are open for recall to active duty vary from time to time, depending upon the needs of the service. You will find a list of the present open rates in *Bu-Pers Inst.* 1001.21.

If you want to be sure of continuation of active duty you must, regardless of rate, request retention while still serving on active duty. If you decide to take your chances on being able to return to

active duty at a later date you will do well to find out if your rate will be open at the time you want to be recalled. Here are the rates which are open at present:

LIST OF OPEN RATES

QM1, QM2, QM3	DC2, DC3
RDC, RD1, RD2, RD3	PM1, PM2, PM3
SOC, SO1, SO2, SO3	ML2, ML3
TM2, TM3	SN, SA, SR
GM2, GM3	FN, FA, FR
G5C, G51, G52, G53	CN, CP, CR
FT1, FT2, FT3	AN, AA, AR
MNC, MN1, MN2, MN3	HN, HA, HR
ET1, ET2, ET3	DN, DA, DR
IM2, IM3	SV1, SV2, SV3
OM2, OM3	CE1, CE2, CE3
TEC, TE1, TE2, TE3	CD1, CD2, CD3
RMC, RM1, RM2, RM3	CM1, CM2, CM3
CTC, CT1, CT2, CT3	BU1, BU2, BU3
YN2, YN3	SW1, SW2, SW3
PN2, PN3	UT1, UT2, UT3
MA2, MA3	AD2, AD3
SK2, SK3	AT1, AT2, AT3
DK2, DK3	AO2, AO3
CS2, CS3	AQC, AQ1, AQ2, AQ3
SH2, SH3	GFC, GF1, GF2, GF3
JO1, JO2, JO3	AC2, AC3
LI2, LI3	AB2, AB3
DM1, DM2, DM3	AE1, AE2, AE3
MU1, MU2, MU3	AM2, AM3
MM1, MM2, MM3	PR2, PR3
MR2, MR3	AG2, AG3
BT1, BT2, BT3	TD2, TD3
EM1, EM2, EM3	AK2, AK3
IC1, IC2, IC3	PH2, PH3
ME2, ME3	HM2, HM3
FP2, FP3	DT2, DT3

This list is applicable only to those volunteering for active duty for general assignment and does not apply to those who wish active duty in the TAR program.

● **HOUSING CONSTRUCTION**—Congress has authorized 2753 Navy family housing units at 25 stations in the U.S., Alaska, Canal Zone, Cuba, French Morocco, Hawaii, Japan, Newfoundland, Philippine Islands and other unspecified locations.

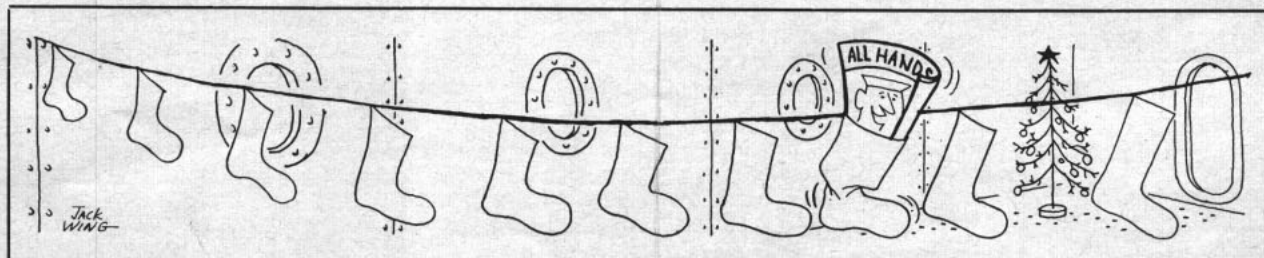
The stations and number of units to be constructed are: NAAS Brown Field, Calif., 15; Naval Hospital, Corona, Calif., 23; MCAAS Mojave, Calif., 162; USMC Training Center, Twenty-Nine Palms, Calif., 2; Naval Underwater Sound Laboratory, New London, Conn., 5; Naval Fuel Depot, Jacksonville, Fla., 1; NAAS Sanford, Fla., 13; Naval Hospital, Chelsea, Mass., 15.

Also USMC Auxiliary Landing Field, Edenton, N.C., 105; NAAS, Chase Field, Texas, 40; Navy Department, D.C., 3; Naval Station, Adak, 71; Naval Station, Kodiak, 80; 15th ND, Canal Zone, 40; NAS Guantanamo Bay, Cuba, 27.

Also NAF and NOF Port Lyautey, French Morocco, 108; Naval Communication Facility, French Morocco, 122; MCAS Kaneohe Bay, Hawaii, 55; NAS Atsugi, Japan, 90; Naval Radio Facility, Kami-Seya, Japan 151; Fleet Activities, Yokosuka, Japan, 408.

And NAS, Argentia, Nfld., 300; Naval Communication Facility, P.I., 296; Naval Station, Sangley Pt. P.I., 26; Naval Base and NAF Subic Bay, P.I. 373; classified locations, 222.

• **CHANGES IN MESSES ASHORE—**General concern regarding marked reduction in quality and quantity of food in general messes ashore has been proved unfounded, BUSandA officials have reported to the Chief of Naval Operations. Personal inspection of several messes by BuSanda's Chief, Deputy Chief and Assistant Chief for Supply Management has disclosed that fully adequate and appetizing menus are being served today under the new "head count" system. By imagina-



PASS THIS COPY ALONG—Nine other men in the chain of command are waiting to read this issue.

Shipping Over Records

CONGRATULATIONS TO YOU AND YOUR OFFICERS, PETTY OFFICERS, AND MEN ON OUTSTANDING PERFORMANCE IN WHICH YOU MAINTAIN REENLISTMENT RATE IN YOUR COMMAND APPRECIABLY HIGHER THAN THE NAVY-WIDE RATE AT THE TIME OF ACCOMPLISHMENT.

VADM J. L. HOLLOWAY, JR., USN.

Such a message is typical of those now being received by several skippers of DDs of CruDes-Pac whose outstanding reenlistment records show that plenty of Navymen are more than satisfied with their jobs and their ships.

Figures that show a reenlistment rate varying from 36 to 59 per cent (as compared to the overall Navy rate of approximately 18 per cent) indicate that not only the commanding officer, but all hands, are turning to to make a happy and well-run vessel.

Here are some of the ships which in a six-month period have been outstanding in this respect:

Ship	Reenlistment Percentage	Commanding Officer
Prichett (DD 561)	36	CDR Carl F. Pfeifer
LeRay Wilson (DE 414)	38	LCDR Alvin T. Stubel
Wedderburn (DD 684)	39	CDR Ernest L. Schwab
Floyd B. Parks (DD 884)	40	CDR Joseph F. Gustafsson
Lofberg (DD 759)	44	CDR Sidney Brooks
Foss (DE 59)	45	CDR David S. Stanley
Hanna (DE 449)	46	LCDR Herbert C. Bahner, Jr.
Kidd (DD 661)	53	CDR Littleton B. Ensey
Lewis (DE 535)	59	LCDR Charles C. Roberts, Jr.

In the words of a senior naval officer, these records "indicate what command attention can do."

tion, good management and planning, the job of feeding personnel well can be done.

Most complaints have centered about reductions in fresh milk rations. However, many messes are still able to serve milk at every meal. The Provisions Supply Office is presently re-evaluating the milk consumption and, in conjunction with the Department of Agriculture, is making efforts to see that more milk will be available to personnel subsisting on general messes. In addition, the Bureau of Supplies and

Accounts and the Bureau of Medicine and Surgery have issued a joint instruction which will encourage the use of bulk fluid milk rather than service in individual throw-away containers. By this method a great deal more milk can be served, since at present the cost of the individual throw-away container is in most cases equal to the price of the milk it contains.

The Chief of the Bureau of Supplies and Accounts said that he will continue to keep this system under his close personal attention and insure that quality of food served in Navy messes ashore will continue to be the best of any of the armed forces.

The present system of entitlement to rations at shore messes was adopted by the Navy at the direction of the Department of Defense in order to place all messes of the armed services ashore on a comparable basis. There is no intention of applying this system of entitlement to rations to afloat messes.

• NEW GENERAL LINE COURSE — A

nine-and-one-half-month course of instruction has been established at the General Line School for officers who meet the following qualifications: 1) You must be an unrestricted line career officer; 2) You must have completed five to seven years of commissioned service. Eligible officers need not request orders to the school. Officers will be ordered by the Chief of Naval Personnel as practicable.

The curriculum is divided into three areas: (1) *refresher courses* to reinforce previous education and to fill gaps in professional knowledge; (2) *common subjects*, including principles and reasons behind doctrines and procedures, designed to help integrate the education and experience of the student; and (3) *controlled electives*, allowing study in professional areas of high personal interest. However, all of the courses in the refresher group and many of the courses in the common group may be waived for students with adequate background and qualifications. Certain promotional exemptions will be granted upon successful completion of the course.

The next class of the new line course will convene in January, with graduating date October. Subsequent classes will be announced later. Additional information may be found in BuPers Inst. 1520.43.

QUIZ AWEIGH

During this year's Christmas holidays a sizeable number of Navymen will be dividing their off-hours between seasonal festivities and study, hitting the books to prep for those promotion exams in February. In the course of your studies, see if you come across the answers to this month's quiz.

1. The Navy designation for this aircraft, better known as a commercial transport plane, is WV-2. One of the primary missions of this plane is to



serve as a/an (a) flying radar station (b) anti-submarine aircraft (c) high altitude fighter-director aircraft.

2. This plane can carry a crew of 31 and is equipped with a galley, bunks, and repair shop. Squadrons that are usually assigned this type aircraft have the designator (a) VF (b) VW (c) VR.



3. The medal pictured above is the Purple Heart. It was established by (a) George Washington (b) Franklin D. Roosevelt (c) Benjamin Franklin.

4. The Purple Heart is awarded for wounds received as a result of enemy action. Although this award was originally established for Army personnel, it was not authorized for awarding to Navymen until (a) 1782 (b) 1865 (c) 1942.



5. This insignia is worn by a (a) deep sea diving student (b) diver's mechanic (c) master diver.

6. The men who rate this badge wear it (a) on the sleeve of the left fore arm (b) on the right breast (c) on the upper arm of the right sleeve.

You'll find the answers to this quiz on page 49.



Navy Lends Helping Hand

ALICE SURPRISED even the weathermen when she arrived early in January. Brenda didn't remain in the news too long and highly publicized Connie raked the eastern U.S. with heavy rains and wind.

But the real sleeper was Hurricane Diane. After dousing the southeastern U.S. with torrential rains and high winds, she appeared to lose her power. At least, that was the prediction made by the weather forecasters.

Moving into the northeastern states, Diane clashed with a low pressure area and poured millions of gallons of water into the deep valleys of Pennsylvania, New Jersey, New York and New England. It wasn't a case of slowly rising rivers, as would be so in the midwest. It was more like the flash floods common in the western states of Arizona, Texas and New Mexico, where in only a few minutes' time, a dry, powdery-dust arroyo can be transformed into a raging torrent.

This is what happened on the night of 19 Aug 1955 when Diane struck the east. Overnight, thousands were homeless, water supplies cut off or contaminated, people were surrounded by the swirling waters and in danger of drowning. Food and medical supplies were in immediate demand.

As in any emergency situation, the Navy, along with the other services, came to the aid of the civilian relief agencies.

Navy and Marine Corps helicopter pilots, working almost around the clock, rescued more than 1000 persons and transported many thousands of tons of food, water and medical supplies to the stricken areas.

On Three Islands, in the Delaware River, seven Navy helicopters from HU-2 at NAS Atlantic City, N. J., guided by an R4D, evacuated 150 persons from one island, then scouted other islands and picked up about 150 additional vacationists threatened by the flooding river.

The Navy helicopters averted what might have been a great tragedy on Three Islands. Hours after the vacationing people had been removed via Navy whirlybirds, the islands were overrun by the river.

Near Philadelphia, one daring naval officer rescued three persons from tree tops by descending from a helicopter sling, climbing into the tree himself and sending the trapped persons back to the helicopter.

Lieutenant William Alexander, usn, stationed at NAS Johnsville, Pa., made three separate trips to res-

NAVY STREET PATROL communicates with other rescue workers. *Below:* Sailors helping to evacuate the civilians.



As Storms Hit

cue persons stranded in tree top.

Farther north, in the Connecticut area, some 250 persons owe their lives to the dogged rescue work of Lieutenant Guiseppe Bello, usn, of Helicopter Anti-Submarine Squadron THREE at NAS Weeksville, N. C. LT Bello was at Bridgeport to pick up an HSS-1 helicopter for his squadron when the floods struck.

LT Bello, with other pilots, had volunteered his services which were immediately accepted. Working from dawn till dusk during the first day, he was credited with saving some 250 persons, the largest number of rescues recorded by any one pilot.

Among the many naval aviators flying rescue missions were three from the Naval Air Test Center, Patuxent River, Md. Lieutenant Commander W. C. Casey, usn, Major R. L. Anderson USMC and Lieutenant Commander R. H. Bowers, usn, helped rescue some 50 persons trapped on tree tops, roof tops and high ground via helicopters.

LCDR Bowers helped rescue about 35 persons from isolated spots around Naugatuck, Waterbury, Winsted, Torrington and New Milford, Conn. One of his first rescues probably saved the lives of a young mother and her year-old baby. Clutching the child in one hand and the sling from the helicopter in the other, she hung on for two dear lives while hoisted to safety.

In southern New England, the Navy rescue operations were directed from NAS Quonset Point, R. I., where 24 helicopters, transports and amphibians took part in rescuing at least 450 persons in three days. Aircraft also took part in extensive distribution of food, fresh water, medical supplies, transportation of troops, Civil Defense and Red Cross workers and laying of an emergency telephone cable.

Two Quonset pilots, LTJG William Clingenpell, usn, and Ensign Clayton Wilson, usn, rescued 43 persons trapped on roofs, tree tops and in attics.

Naval Reservists, in typical fashion, were among the first to report for emergency disaster duty. At Woonsocket, R. I., the Naval Reservists from Reserve Surface Battalion 1-43, aided in evacuation of stranded families, worked with local authori-



AT HIGH WATER MARK in flooded streets of New England town, Navymen and local police listen for word from other rescue teams that may need help.

ties and performed patrol duties.

In Scranton, Pa., the active duty stationkeepers assigned to the Reserve Training Center were among the first to report to the disaster area at the height of the flood. According to a letter from the Mayor of Scranton to the Chief of Naval Personnel, the Reservists "performed heroic feats in saving lives and property, manning available rowboats and assisting police and civilians in vital rescue work."

About 125 officers and men from the Scranton, Pa., Naval Reserve Center volunteered for duty, serving around the clock during the flood. Naval Reservists and Regular Navymen in the area formed the majority

of life and property patrols assigned to assist the police.

The Scranton Mayor's letter continued: "The first efficient and adequately staffed inoculation center in the City was established and maintained by medical personnel attached to the Naval Reserve Training Center."

More than 12,000 typhoid inoculations were administered by this one center alone. The serum used had been flown into Scranton by Navy planes from the 4th ND.

Help also came to the flood refugees from as far away as Port Hueneme, Calif. That Seabee base made available 56,000 bottles of water purification tablets.

WOMEN AND CHILDREN, saved from their flooded homes, are pulled down center of city street by volunteer group composed of Navymen and civilians.





TAMPICO TOO—Appreciation of help given by Navymen is painted on roof. **Right:** Airlift flew in supply of food.

Crewmen of the carrier *uss Tarawa* (CVS 40), remembering the people of the state that adopted their ship over four years ago, voluntarily contributed more than \$1600 for flood relief victims in Connecticut.

The drive for funds was spurred on by eye-witness reports brought back by pilots and crew members of helicopters from *Tarawa* who participated in rescue operations during the height of the flood.

Another voluntary contribution of more than \$1600 was made by personnel from the Severn River Naval Command. The one-week drive took place among the personnel stationed in and around the Naval Academy.

Even the people from the little Pacific island of Saipan contributed to the relief of the flood victims.

The unsolicited efforts of the natives of Saipan totaled more than \$1500. This was to aid the flood victims who have a high standard of living unknown to the Saipanese. The average weekly income of the natives of Saipan is \$23. Saipan, as part of the Trust Territories of the Pacific, is administered by the Navy.

Other aid to the disaster area came from the Navy Department, which announced that contracts would be let to many firms hit by the flood. Firms in the disaster areas of Pennsylvania, New Jersey, New York, Connecticut, Rhode Island and Massachusetts, will participate as prime and sub contractors.

Hurricane rescue operations during the late summer by the U. S. Navy were not limited to the United

States. Hurricane Janet, although missing the U. S., wreaked havoc with the British Honduras town of Carosal and with Chetumal, Mexico, near Tampico. As a result, about 30,000 square miles of land were inundated and some 10,000 persons were in serious need of food and medical supplies.

The aircraft carrier *uss Saipan* (CVL 48), operating out of NAS Pensacola, Fla., was loaded with supplies and rushed to the scene. On board were 11 Navy doctors and 21 hospital corpsmen. In addition, 14 helicopters were assigned to the carrier to assist in the rescue work.

Small boats, radio equipment, two portable generators, jeeps, pick-up truck, clothing and numerous medical supplies including penicillin, aureomycin and sulfa were also made available. In addition, hundreds of tons of staple foods were placed aboard for the flood victims.

Two other ships were also sent to the disaster scene. The cargo ship *uss Antares* (AK 258) proceeded from Guantanamo Bay, Cuba, with food, medical supplies and clothing for the flood victims at Carosal.

The high-speed transport *uss Bassett* (APD 73) raced to the area to provide small boats to assist in evacuating the flood victims. A Marine Corps cargo aircraft was loaded at MCAS Miami and air-dropped three tons of supplies in the stricken area.

The pilots from HTU-1 worked around the clock airlifting thousands of tons of supplies. Medical personnel were also ferried to minister to the flood refugees. After dropping their supplies, the helicopter pilots on their return trips to their home ship searched for and evacuated persons marooned by the flood waters.

HTU-1 and Saipan's River Flotilla Set Record in Rescues

The pilots and maintenance crews of Helicopter Training Unit One which participated in Tampico flood relief work, recorded a new chapter in the history of the Navy's participation in humanitarian relief work.

HTU-1, normally stationed at NAS Pensacola, was ordered aboard *uss Saipan* (CVL 48) as the vessel was preparing to sail for the devastated area.

While flying evacuation and reconnaissance missions over the vast flooded countryside around Tampico the helicopters rescued a total of 5439 people from roof tops, trees, and other retreats. Of this total, an estimated 3000 persons were rescued by hoisting in slings, while the helicopters hovered.

A total of 183,017 pounds of

food and medical supplies were also delivered by the helicopters to the flood victims. During their stay at Tampico the 14 helicopter pilots from *Saipan* flew more than eight hours a day most of the time, except when storm winds grounded all planes.

The crew of *Saipan* also demonstrated their Yankee ingenuity by rescuing over 900 people in one day while operating the "Saipan River Flotilla." The "flotilla" was composed of all available Navy small craft and local boats the sailors could find. Over 250 of the carrier's officers and men scoured the area in the boats rescuing people from their perches and carrying them to high ground.

Saipan and the helicopter unit have returned to Pensacola, Fla.



KEEPING HER SHIPSHAPE occupies the time of LCU sailors when not on a hauling detail. Here, crew members touch up the completion of their craft's skin.

LCU—A Craft That Does a Ship-Size Job

BLUEJACKETS in the Far East have a busy time running and operating their own ships—vessels that are sometimes referred to as “Sea-Going Carry-Alls” or “Sukoshi Mud-buckets.”

These versatile LCUs, known officially by number only, have an all-enlisted crew of 12, with a chief boatswain's mate as skipper. The “exec” is a first or second class BM who heads a three- or four-man deck crew. The rest of the whitehats operating the vessel consist of a quartermaster and radioman, an engineer gang, and a cook.

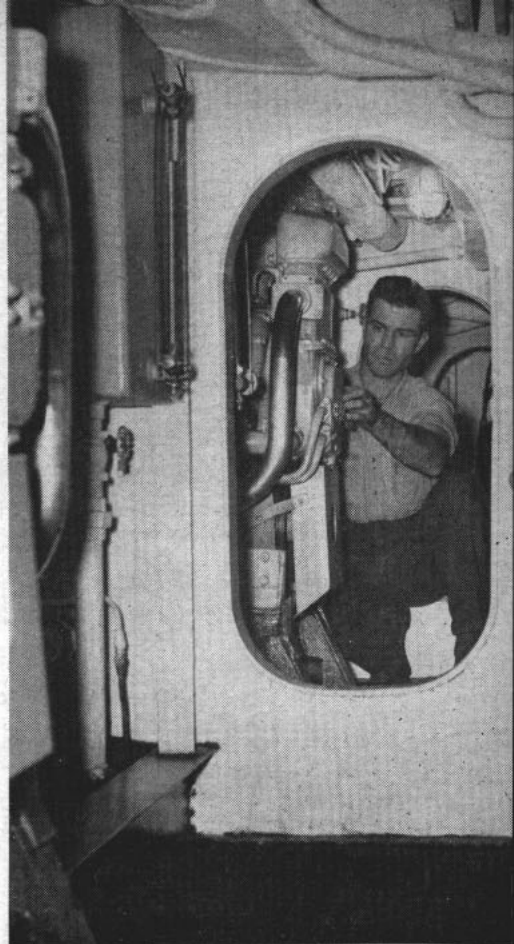
To keep their LCU—the size of which causes her to fall officially in the boat class by only a hair of Neptune's beard—operating in the Western Pacific, every hand must be a jack-of-all-trades. He must be able to man the .20mm mounts, light off an engine if necessary, man the

wheel, or even sub as a mess cook.

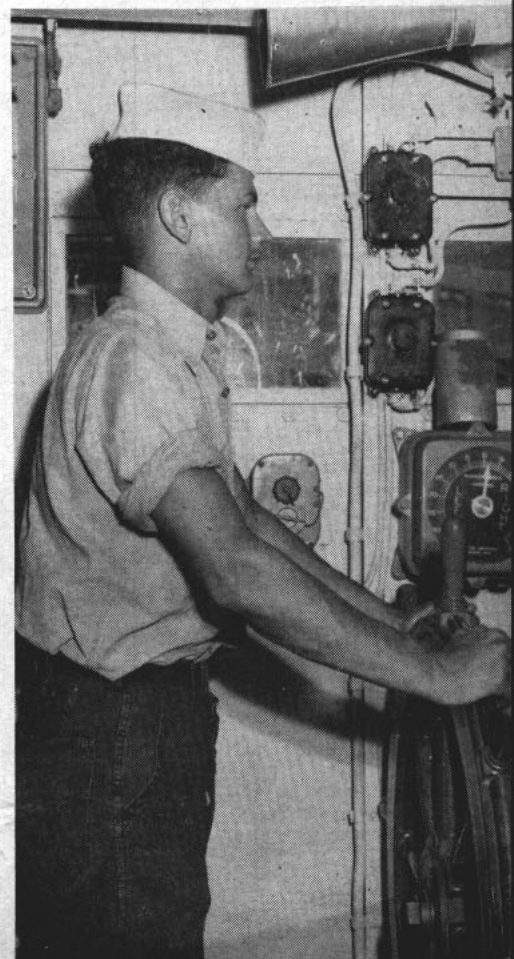
These handy Navy vessels operate for six-month cruises with Commander Amphibious Forces, Pacific, out of Yokosuka, Japan, performing many important tasks. Because of their size, which is in between that of the smaller LCMs and LCVPs and the larger LSMs, they were the principal vessel used in the Tachens evacuation. Before this they had similar duty, helping evacuate Vietnamese refugees from Indo China. Some of the LCU sailors have manned their craft for her chief purpose, that of landing combat troops and equipment, during the Korean war.

The duty routinely pulled by these LCU sailors is not so spectacular as the more dashing sea-going combatant type ships, but they are doing an important job participating in landing exercises and in moving equipment to isolated bases.

LCU OFFLOADS Marines and equipment during an amphibious operation.



ENGINE ROOM has limited head room. Below, in wheelhouse, R.C. Lee, EM3, USN, takes over as helmsman.





'ANCHORS AWEIGH'—Ball carrier steps off yardage on Lisbon's soccer field during Valley Forge-Zellars game.

A Football Game Navy Couldn't Lose

AS A YOUNGSTER in Washington, Pa., George Roberts, now a gunner's mate first class on *uss Zellars* (DD 777), wanted to do two things when he grew up. First, he wanted to be a "tin can sailor." Second, he wanted to play football.

He got to play football: At Washington, Pa., high school and as a semi-pro for the Washington Generals. Then along came World War II and Roberts enlisted in the Navy. Naturally he was assigned to destroyer duty.

After the war, Roberts' burning de-

sire for sports, and football in particular, flamed anew. He still wanted to be a destroyer sailor, though, so he decided that if he could stay aboard tin cans, he could interest enough men to form a team.

Then a problem arose. Destroyers, because of their small complement, could hardly muster enough men capable or interested enough to form a team. Another item was finances. Money in a destroyer's Recreation Fund allocated to sports equipment is sufficient to equip teams in softball, basketball, and some other

sports, but hardly enough to provide football outfits. Not when the minimum it takes to equip one football player fully runs to over a hundred dollars.

Roberts set his sights on his destroyer fielding a team. Some three years ago, while serving on a DD in Korea, he began saving his money. It wasn't long before he had a couple of thousand dollars in his personally financed football kitty.

He approached the skipper of *uss Zellars*, Commander Joe Floyd, USN, with the idea of the ship fielding a football team. With the skipper's blessings, Roberts went about interesting his shipmates in joining the team and also started gathering equipment.

Helmets, shoulder pads, hip pads, shoes, trousers and jerseys, all purchased with Roberts' own funds, were soon neatly stowed in *Zellars* and the destroyermen were in the football business.

For a couple of seasons, *Zellars* has produced a fine football team. "Big George" as Roberts is known to his shipmates, was proving that destroyermen could and would support a football team.

The spirit of the team was contagious. From Captain David S. Edwards, USN, Commodore of DesDiv 162, who flies his flag in *Zellars* on down to the newest seaman in the deck gang, enthusiasm for the team ran high.

Last September, *Zellars*, and DesDiv 162 were part of Task Group

NAVYMEN AND SOME of the 45,000 Portuguese who turned out to see their first football game cheer the action taking place on the playing field below.





EVENT WAS COMPLETE with half time entertainment provided by drill team of Marines from Valley Forge.

83.1 involved in the NATO exercise "Operation Centerboard." Captain Edwards, in the name of the destroyermen, challenged the mighty carrier *uss Valley Forge* (CVS 45) to a football game between the team from his flagship and the carrier, when they arrived in Lisbon, Portugal.

Valley Forge wired back that the game would be a fine morale uplift and recreational outlet, but they had neither a team nor equipment. The destroyermen were ready for this: *Zellars*, thanks to GM1 Roberts, had 33 complete football uniforms, half of them white, half blue, and would be willing to share them with the carrier.

The skipper of *Valley Forge*, Captain Lowell S. Williams, USN, discussed the idea with his crew and discovered a wealth of football talent and readily accepted the challenge and offer of uniforms. Football practice began in earnest on the carrier's flight deck between flight operations.

Captains Edwards and Williams, realizing that their teams would be able to play a much better brand of football than originally anticipated, contacted the U.S. Naval Attache in Lisbon, requesting that he make arrangements for a playing field.

The game had originally been intended principally for the entertainment and morale of the men in the task group, but now it began to take



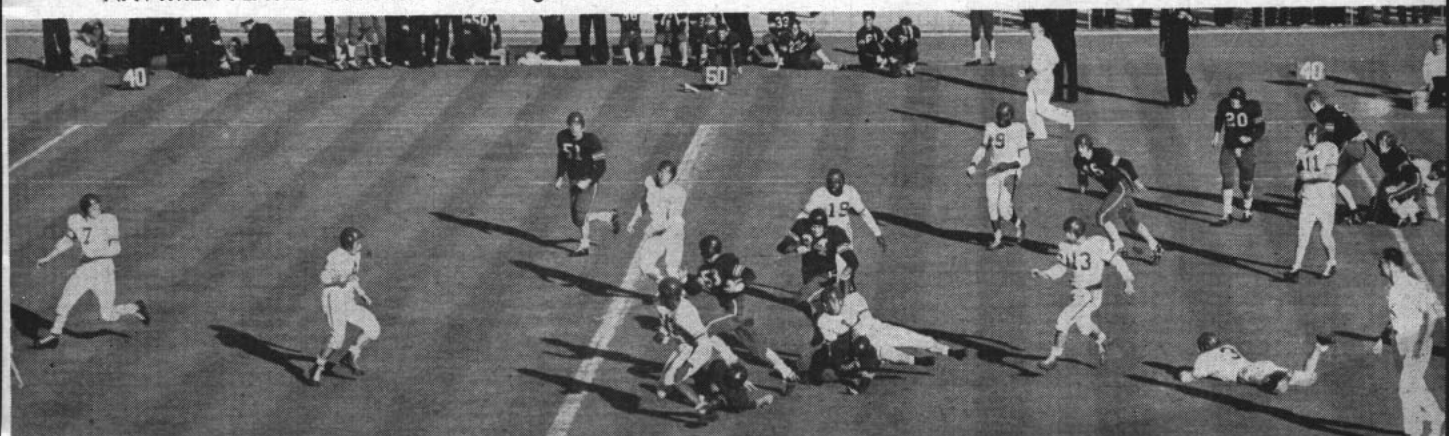
GEORGE ROBERTS, GM1, USN, man behind *Zellars'* team receives commendation from his skipper. Below: Navymen even produced mascot to add color.

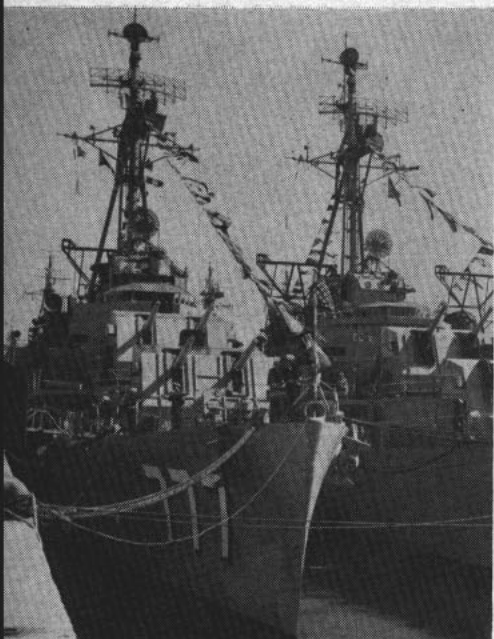
on international aspects. The captains figured that the game would serve a number of purposes: A demonstration of the American football game and sportsmanship to the Portuguese; compensation for other Americans as well as visiting Navymen for missing part or all of the 1955 football season; entertainment for the Portuguese people and promotion of good will.

The Naval Attache in Lisbon



NAVYMEN PLAYED THE FIRST football game to be held in Portugal when tin can sailors challenged carrier crew.





THE SHIP AND THE TEAM—Left: USS *Zellar* (DD777) moors at Lisbon Portugal. Crewmen line up for team picture in uniforms purchased by Roberts, 17.

wired the ships that the vast National Stadium was being made available without charge. He wanted to know if a U. S. Navy band were available, if the teams were good enough, and if the uniforms were colorful enough to warrant such a spectacle. Yes sir, the Carrier Division Two Band on board USS *Lake Champlain* (CVA 39) would play, the teams were good enough and gunner's mate Roberts had the colorful uniforms.

Meanwhile, back on the "Happy Valley" and *Zellar*, preparations were progressing under a full head of steam. Each afternoon, weather permitting, the *Zellar* football squad would hold calisthenics on the fan-

tail. This was quite a problem during rough weather when *Zellar* would be rolling 25 to 35 degrees.

On *Valley Forge*, footballs were the scarce commodity. While working out one afternoon, one of the two footballs the carrier owned had gone over the side. The men on *Zellar* were in high hopes that the other might go over the side too.

Another problem for the carrier was uniforms. They needed to supplement the equipment and uniforms which had already been provided by the destroyer. The carrier received them from Navy Norfolk.

In both ships, officers and blue-jackets gave generously of their time in preparing for the game. The football squads gave up most of their liberty in Lisbon—their first port of call in almost four weeks—and trained enthusiastically.

Shipmates of the footballers stood their watches to allow the players time to work out. In *Zellar*, the crewmen went even a step further. A training table was set up for the athletes, where they dined on steak and eggs. Shipmates voluntarily lived on a less enticing bill of fare.

The day of the "Big Game" dawned bright and clear, with the invigorating smell of fall in the air.

Prospects for a huge crowd were good, and 45,000 people turned up for the spectacle.

This was the first game of American football ever to be played in Portugal, replete with cheerleaders and a "Navy Goat" mascot decked out in blue and gold.

Navy men have been credited with introducing softball in Egypt, baseball in Hawaii and the Far East, and now, they were to introduce football in Portugal.

In the opening ceremonies the Marine color guard from *Valley Forge* marched on the field with the flags of both nations. The Portuguese Navy Band played their country's national anthem and the CarDivTwo Band played the U. S. national anthem.

The two teams were quite impressive as they ran onto the field, which had been lined off and had goal posts erected by the ships. George Roberts, the man responsible for conceiving the idea of the game between the two ships, opened the game as he kicked off. As it turned out, the first half was mainly a defensive battle and the teams left the field at halftime with the score deadlocked 0-0.

In the second half of the game

OPPOSING TEAM of the 'football first' from USS *Valley Forge* (CVS 45) at left pose for picture before game in large modern stadium at Lisbon, Portugal.



defensive play was again the keynote, and that accounted for both *Valley Forge* touchdowns. The first TD came as a result of an intercepted pass inside the *Zellers*' 15-yard line.

The flyboys' second TD came after they had recovered a *Zellers*' fumble on the destroyer's 10-yard stripe. The final score would up 12-0 in favor of the team from the Happy Valley, but it was an All-Navy victory. Both teams won a big ovation for their playing from the spectators, even though they weren't always sure what was going on.

The starting line-up for the destroyer sailors averaged 188 pounds per man in the line and 185 pounds in the backfield. George Roberts, C. N. Carlson, P. Thomas and H. A. Belcolle were the starting backs for *Zellers* while the forwards were J. C. Haymann, G. Soltis, D. Dixie, D. J. Bonita, T. J. Salinas, G. L. Riley and J. F. Scanlon.

For *Valley Forge*, the starting backfield was made up of G. Hall, F. Dill, J. B. Crawford and F. Cook. In the line, the starters were R. Geddings, R. Caldwell, N. Tilton, D. Pizzaitia, J. L. Beam, R. Thomas and J. Pisapia. The Navy airmen averaged 174 pounds in the backfield and 190 pounds in the line.

LTJG F. R. Hamilton, USNR, former All-American at Ohio State was coach of the *Zellers*' squad while Lieutenant P. C. Garofalo was at the reins of the Happy Valley Team.

When Admiral Arleigh A. Burke, USN, Chief of Naval Operations, read about the game, and the part played by Gunner's Mate Roberts, he wired to the skipper of *uss Zellers* "... The enthusiasm, spirit and imagination displayed by George Roberts, GM1, is highly commendable and deserves a good pat on the back which I request you give him from me."

In reply, the skipper of *uss Zellers* sent: "Words cannot express the appreciation by destroyermen in *Zellers* for your message."

"This has been my luckiest year," grinned the 220-pound fullback Roberts. "First, the big game and now a pat on the back from Admiral Burke. We have one of the best and most sports-minded crews in the Navy and together we proved that a destroyer can have a football team."

Rudy C. Garcia, JO1, USN.



TAIL ASSEMBLY of F9F Cougar is repaired by Mike Paster, AMAN, USN, left, and John Carmichael, AM3, USN, working in the Air Frames Division.

Fast-Working FASRons Fix Fleet's Fighters

One reason the Navy's carrier-based squadrons in the Far East are in top flight operating condition is the work of Fleet aircraft service squadrons such as FASRon 11, now based at the U. S. Naval Air Station at Atsugi, Japan.

FASRon 11 has the responsibility of keeping a reserve pool of fighter aircraft in a combat-ready status at all times. The squadron's pool is used to provide replacements for carrier squadrons that suffer operational losses while on duty in the Far East area.

Aircraft are added to the reserve pool directly from the U. S. and from carrier groups before their return to the States. A FASRon 11 detachment at NAF Oppama, Japan, receives the aircraft, makes a major acceptance check to see that the new planes are in good condition when they are received and are ready for use. The new planes are then sent by barge to Kisarazu AFB where another FASRon 11 detachment pre-flights them and corrects any last minute "bugs" for their flight to NAS Atsugi. This procedure is reversed

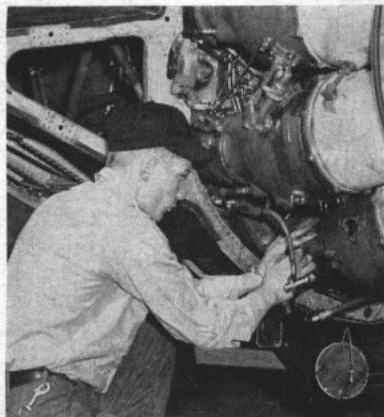
on planes returning to the States for major overhaul and repair—planes are flown to Kisarazu, loaded on barges and sent to NAF Oppama where they are preserved for shipment to the U. S.

The Maintenance Department of FASRon 11 has the job of keeping the pool of aircraft ready for issue to the Fleet. All planes in the pool are checked on the ground and flown every six to ten days to test their flight performance.

To assist in the pool maintenance, Japanese mechanics remove corrosion, lubricate the aircraft and help keep the planes in shape.

FASRon 11 also supports the Fleet by providing in-port repair and maintenance for carrier squadrons. Every 30 hours a jet or prop engine must be partially disassembled and inspected and every 120 hours of flight a major check is made of the aircraft down to its last rivet.

Since carriers don't have the space nor facilities to do all of this overhaul work themselves they depend on land-based FASRons like No. 11.



JET ENGINE is put in working order.



NAV CAT WITH 'BATON' is Lee B. Hall, TMC, USN, of ComSubRon Seven who helped originate the program.

Dig Those Hep NavCATs!

IN RECENT MONTHS NavCATs have come well along the road as a growing Navy institution. Already several thousand colorful performances have been given by the more than 215 NavCAT combos currently operating along the Navy circuit. If you haven't already taken in one of their hot-off-the-griddle programs, chances are you will before many more months have passed.

And when you do you'll be seeing the results of the labors of three Navy careerists. These three are: Lee B. Hall, TMC; Gerald O. Toms, TMI, and LCDR Clayton F. Johnson.

Together this trio got the show on the road. They developed the idea of the program, dug out the information to be presented, shaped up the method of presenting it and designed the NavCAT "kit."

What are the NavCATs? Not a swinging group of cool musicians, they do, however, give performances that are "the most." They are the Navy's Career Appraisal Teams, and their job is to pass on to you information on your career in the sea service, to help you decide how to plan your future, find out what your opportunities are, your rights, and benefits.

This is the way the NavCATs came into existence. Back in August 1953 the Commander of Submarine Squadron Seven (Captain I. J. Galantin, USN) was making a survey of the reenlistment situation, and came

up with an important point—most enlisted men have no real idea what a Navy career has to offer. The information a man needed to make a decision about Navy service was not available in any one spot, and no one was around to give the men the complete word.

To remedy this situation the trio, which turned out to be the original NavCATs, went into operation. The squadron's personnel officer who was an ex-YNIC, (then) LT Johnson, and two Fleet sailors, Hall from *uss K-3* (SSK-3) and Toms from *uss Tiru* (SS 1416), took on the ComSubRon Seven assignment. They made a hit, and the plan originated by these three Navymen has been adopted by the entire Navy.

What was needed first was a special way to present facts and figures. Hall and Toms, operating under the general supervision of LT Johnson, developed an "oral-visual presentation method"—that's what the NavCAT teams are using today.

From November 1953 until April 1954 the men gathered in facts and figures and shaped up methods of presenting the information. This information centered about a comparison between the outlook and advantages of returning to civilian life or continuing on in the Navy. Most of the research was done by Hall. Toms, the artist, applied the info to roll-down charts, wall charts, some 65 presentation board "props" and the other gear used in the NavCAT

kit. A good part of their work was done after regular hours.

Collecting the information involved more than a hasty glance at a couple of reference books. It included visits with labor leaders, tabulations of wage-earning and employment statistics, talks with insurance officials and the studying of various Navy and Department of Defense sources for career information. And it meant numerous conversations with other enlisted men. These talks were necessary in order to obtain average patterns for such in-service matters as advancement, marriage and sea/shore rotation.

By late spring of 1954 the presentation had been worked into a fairly smooth form with the full support and assistance of ComSubPac. After the final trial run before their skipper, and the outfit's godfather, Captain Galantin, the team began operations. The first presentations were made to crewmen of Pearl-based subs. Several points, previously overlooked, were brought out during the question-and-answer periods.

It didn't take long for the word of this unique team's work to get around. The NavCAT trio made a quick tour that summer, a run covering submarine activities in San Diego and Mare Island, Calif. At San Diego the team turned its equipment over to Submarine Flotilla One, enabling the latter outfit to start a NavCAT of its own. Back at Pearl, the team began work on new equip-

ment, making it larger than the original kit. Audiences, it so happened, were proving to be much larger than expected.

Later in the year the team hit the big time. Within a two-week period it appeared before the Pacific Fleet type commanders—admirals all—and before the Commander-in-Chief, U. S. Pacific Fleet.

Response to their presentation was so favorable that they began drawing up a curriculum for a new type of Navy school. Under the sponsorship of CinCPacFlt, this school provided career appraisal information and methods of presentation to prospective teams from other outfits.

The first class, which started on 6 Dec 1954, consisted of three teams from PacFlt activities. After that, seven more classes received two weeks of instruction. The final class, incidentally, consisted of men from half a dozen different teams, coming from the Atlantic Fleet and other East Coast activities. In all, a total of 54 teams received NavCAT training from LCDR Johnson and Torpedomen Hall and Toms. With the typical team consisting of two or three senior enlisted men and one officer, a total of 26 officers, 80 CPOs and 50 other EMs went through the school.

The first team made three trips quite unlike anything ever experienced by a small group of enlisted and ex-enlisted men. The trips were unique on two counts. First, they covered a lot of territory in a brief period. Second, the team appeared before a large number of top officers and civilian officials of the Navy—realistic, hard-to-sell people who had to be “sold on the idea” before they would endorse it.

The first trip was made during the latter part of January 1955. It included a visit to the San Diego and San Francisco areas. Among those who observed the presentation was Commander Western Sea Frontier.

After spending just one day back at Pearl, the team started on its second trip. Their destination was Washington, D. C. In D. C. the team made presentations before senior officers of the Bureau of Naval Personnel and the Office of the Chief of Naval Operations. Assistant SecNav Albert Pratt was among the civilian Navy Department officials who took in the D. C. presentations. Vice Admiral James L. Holloway, Jr., Chief of Naval Personnel, gave the idea his support.

DECEMBER 1955



EX-CHIEF, LCDR Clayton F. Johnson, USN, (left) supervisor of work developing first team, is shown here with Bureau NavCATs while at U.S. Naval Academy.

The Bureau, in addition to becoming sponsor of the Navy-wide program and coordinating the training of other teams, arranged for the manufacture of NavCAT kits for the use of all teams.

Says Chief Hall about their third trip: “We had been performing most of our stateside travel during this trip in the Secretary of the Navy’s airplane. Here we were, submariners flying two miles high. . . . We had appeared before Commanders-in-Chief of both Fleets, before admirals who headed up most of the major units of those Fleets, before some of the top naval officers and civilian officials in Washington.”

“Following the introduction, either Toms or myself would go into our presentation, giving them the facts and having to hold their attention for a full three-quarters of an hour. For a group whose title was still ‘SubRon Seven Career Appraisal Team’ and whose presentation had been worked up in a pint-size office at the Pearl Harbor Sub Base, we’d come a long way. Speaking before

all those high ranking officers wasn’t the easiest thing in the world. But the fact that we were fully convinced of our statements eased the task.”

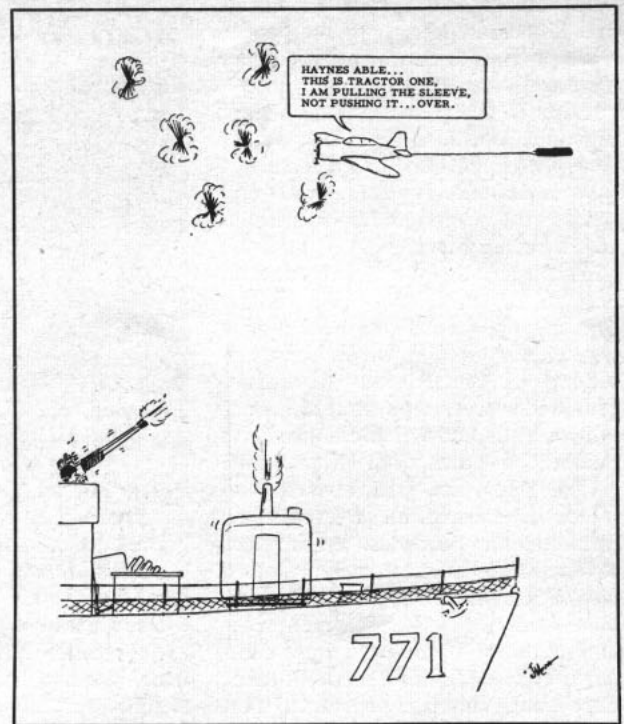
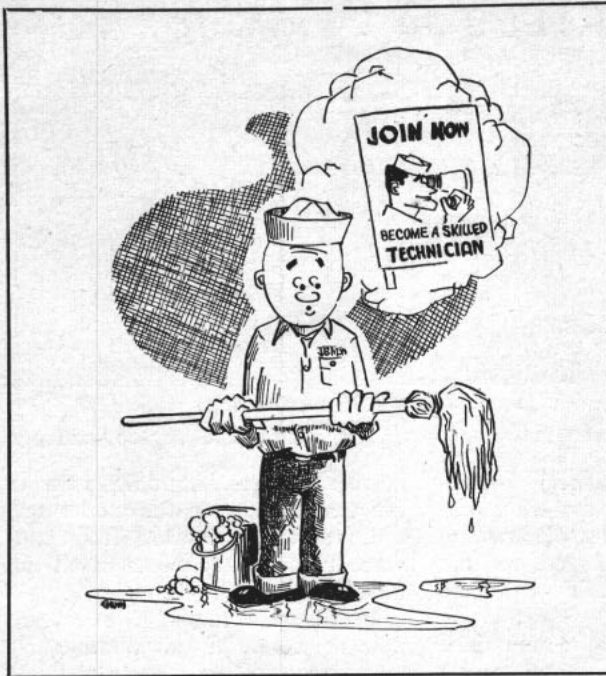
In all, more than 200 teams are now at work. Of this number, 54 teams received their instruction at the Pearl Harbor NavCAT School. Upon completion of their instruction many of these teams went on to teach other teams throughout the Fleet—which accounts for the difference in numbers.

Regardless of where a team may be located or whether it gives presentations full time or part time, it has the same purpose as all other teams. And that is to provide the information needed for making the most intelligent decision about a future career. The teams present facts and figures concerning (1), a return to civilian life and (2), a continuation of Navy life. Since each man’s own case is different, it’s up to that man to apply those facts and figures to his own particular case.

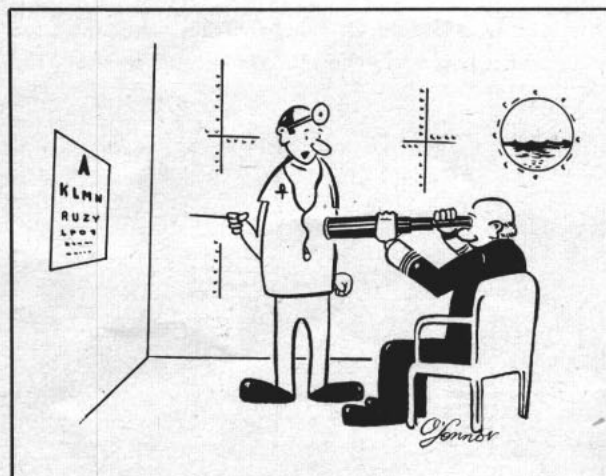
—W. J. Miller, JOC, USN.

THIRD MAN BEHIND the idea was Gerald O. Tims, TM1(SS), USN, who used his brush in applying the statistics dug up by Hall to create team’s visual aids.





"— And then I told Smedley to do the passageway with checkered paint."



"That's fine Admiral, now the second line sir!"



"All ashore that's going ashore."

These Navymen Will Keep You Laughing

Here are the names of 28 other Navymen who entered the All-Navy Cartoon Contest and who may look forward to seeing their cartoons reproduced in future issues of ALL HANDS. Some had more than one entry selected; Duensing, for ex-

Honorable Mention, Lindy U. Johnson, YN1, USN



"Guess who's on the chief's list."

ample, now has five works of art resting in our archives. Glen Walker has four and Kincaide and Maul, three each.

In addition to the five winners and five honorable mentions listed in the November 1955 issue of ALL HANDS, works of these cartoonists were selected as outstanding from the more than 450 entries in the All-Navy Cartoon Contest. The names are listed in alphabetical order, not in the order of the judges' selection.

- Norman A. Algiers, LCDR, USN, U. S. Naval Air Station, Corpus Christi, Tex.

- Muirrel A. Anderson, HMC, (SS), USN, Headquarters, 9th Naval District, Chicago, Ill.

- Norman J. Bueche, MMC, USN, USS *Rochester* (CA 124), c/o Fleet Post Office, San Francisco, Calif.

- Calvin C. Brown, SN, USN, USS *Eldorado* (AGC 11), c/o Fleet Post Office, San Francisco, Calif.

- Walter L. Chmura, SN, USN, USS *Sigourney* (DD 643), c/o Fleet Post Office, New York, N. Y.

- Rosario (n) Consiglio, YN1, USN, Commander Transport Amphibious Squadron TEN, c/o Fleet Post Office, New York, N. Y.

- Anthony (n) De Martino, TE1, USN, CNO (OP 303T), U. S. Naval Receiving Station, Washington 25, D. C.

- Robert L. Diaz, JO3, USN, Air Transport Squadron EIGHT (VR-8) Hickam Air Force Base, Honolulu, Hawaii.

- Walter P. Duensing, HM1, USN, U. S. Naval Hospital, Bainbridge, Md.

- Billy M. Edwards, LTJG (MSC), USN, U. S. Naval Hospital, Memphis, Tenn.

- Emmet J. Geisler, YN2, USN, Commanding Officer, Enlisted Personnel Headquarters, U. S. Naval Station, San Diego 36, Calif.

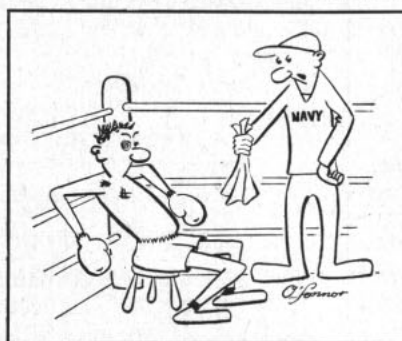
- Edward F. Hudson, LTJG, USNR, Naval Inspector of Ordnance, New York, N. Y.

- Kenneth W. Jordan, QMC, USN, USS *Montgomery Country* (LST 1041), c/o Fleet Post Office, New York, N. Y.

- Paul Lemieux (no data).

- William R. Maul, CTSN, USN,

Honorable Mention, Neil F. O'Connor, AGC, USN



"You had him worried that round—he thought he killed you!"

U. S. Naval Security Station, Washington 25, D. C.

- John F. McNeil, ET1, USNR, U. S. Navy and Marine Corps Reserve Training Center, Waterloo, Iowa.

- Franklin K. McVicker, SK1, USN, ComServPac, c/o Fleet Post Office, San Francisco, Calif.

- Robert J. Moesle, YNT3, USNR, USS *Gilligan* (De 508), c/o Fleet Post Office, San Francisco, Calif.

- Neil F. O'Connor, AGC, USN, U. S. Naval Air Station, Washington, D. C.

Honorable Mention, W. P. Duensing, HM1, USN



"... This is 'Boot Camp'! We're going to take away those flabby muscles... gonna' make men out of you!"

- Billy L. Peoples, AM1, USN, Patrol Squadron NINETEEN, c/o Fleet Post Office, San Francisco, Calif.

- Jacob P. Propsner, AD1, USN, VA-35, U. S. Naval Air Station, Cecil Field, Jacksonville, Fla.

- George F. Rogers Jr., BMI, USN, Security Department, U. S. Naval Station, Green Cove Springs, Fla.

- Maurice G. Sherrard, AD3, USN, U. S. Naval Auxiliary Air Station, Kingsville, Tex.

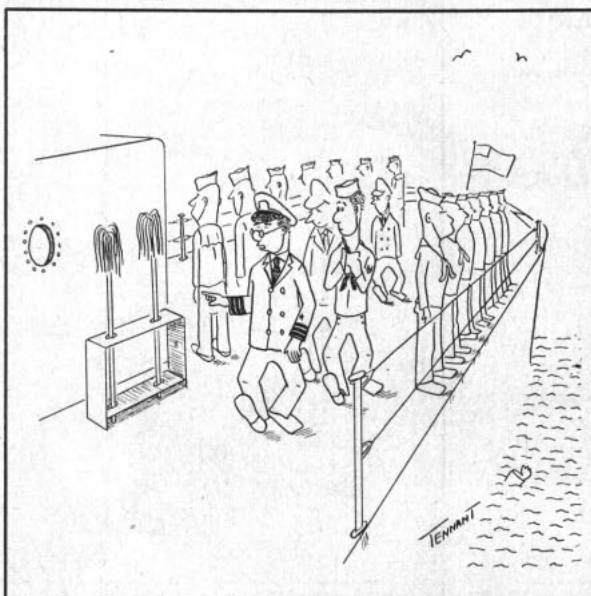
- Theo H. Tennant, YN1, USN, U. S. Naval Recruiting Station, Los Angeles, Calif.

- Glen Walker (no data).

- H. G. Walker (no data).

- Claron W. Zuber, Jr., AO3, USN, Utility Squadron TEN, U. S. Atlantic Fleet.

Honorable Mention, Theo. H. Tennant, YN1, USN



"Haircut. Haircut."

Sky Pilots Celebrate an Anniversary

TRADITION has it, that during the heat of battle between *Chesapeake* and the British ship *Shannon*, a certain Samuel Livermore seized a cutlass and faced the enemy. Although thrown to the deck and wounded in the arm, Livermore is credited with a personal victory in hand-to-hand combat when he wounded *Shannon's* captain himself.

This incident occurred in 1813, well before adoption of the Geneva Convention which placed chaplains in the category of non-combatants and, so far as is known, Samuel Livermore is the first U. S. Navy chaplain to be wounded (and later, captured) in battle. The records of the Corps contain a lengthy list of chaplains who earned medals and awards (including the Purple Heart) while serving as pastors and giving comfort to their shipmates in battle.

Just as the U. S. Navy has grown from small and uncertain beginnings to the greatest naval power in the world, so, too, has the Chaplain

Corps grown from a single clergyman to one of the most significant factors toward the moral integrity of that Navy.

Life was relatively simple if somewhat violent when John Reed reported on board *Warren* as chaplain some time after October 1776. He is recorded as being the first chaplain of the American Navy. Another early chaplain, Edward Brooks, who served on board *Hancock* in the spring of 1777, was promptly captured by the British and was later exchanged for an American-held British chaplain.

Such were the beginnings of what was to become the present-day Chaplain Corps which last month celebrated the 180th anniversary of its founding. It was just 180 years ago on November 28 that the Continental Congress adopted the second article of *Navy Regulations*:

"The commanders of the ships of the thirteen United Colonies are to take care that divine service be performed twice a day on board, and a

sermon preached on Sundays, unless bad weather or other extraordinary accidents prevent."

In the early Navy, during the days of Chaplains Reed and Brooks, ships' captains often appointed their own chaplains. Frequently a member of the ship's company who was known to be capable of reading and writing was appointed chaplain, although he had no qualifications as a clergyman.

However, by 1811 the duties of a chaplain had been set down on paper (according to a SecNav memo of that date): "The duties of a chaplain in the Navy are to read prayers at stated periods; to perform all funeral ceremonies; to lecture or preach to the crew on Sundays; to instruct the midshipmen & volunteers in writing, arithmetic, navigation & lunar observations, & when required to teach other youths of the ship."

For many years there appeared to be considerable confusion as to the primary duties of a chaplain—whether they were to be theological or scholastic. Philander Chase, Jr., for example, the youngest known chaplain in the Navy was appointed at the age of 18—at the instance of Commodore McDonough, who had for some time past known his pious and manly character, and being well assured of his competent learning, had made application to him to become a teacher on board the *Guerriere*, of which vessel he had the command, and go with him to Russia, and thence to the Mediterranean Sea, "in the place and the pay of chaplain."

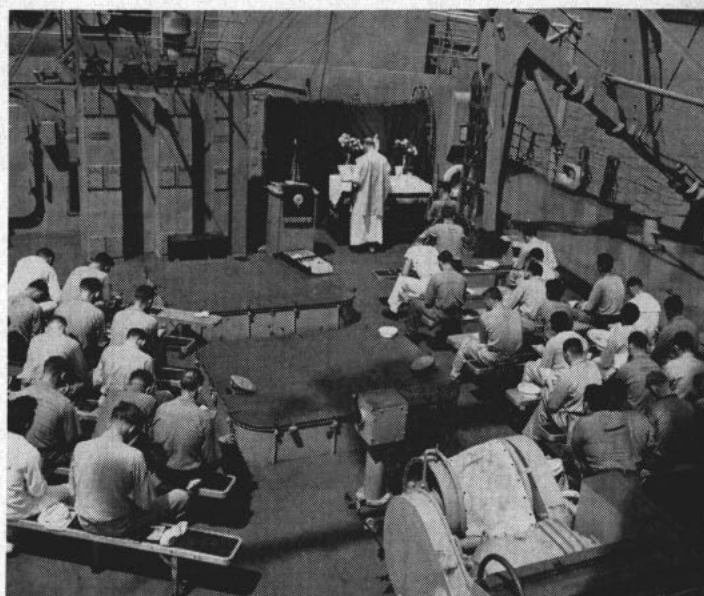
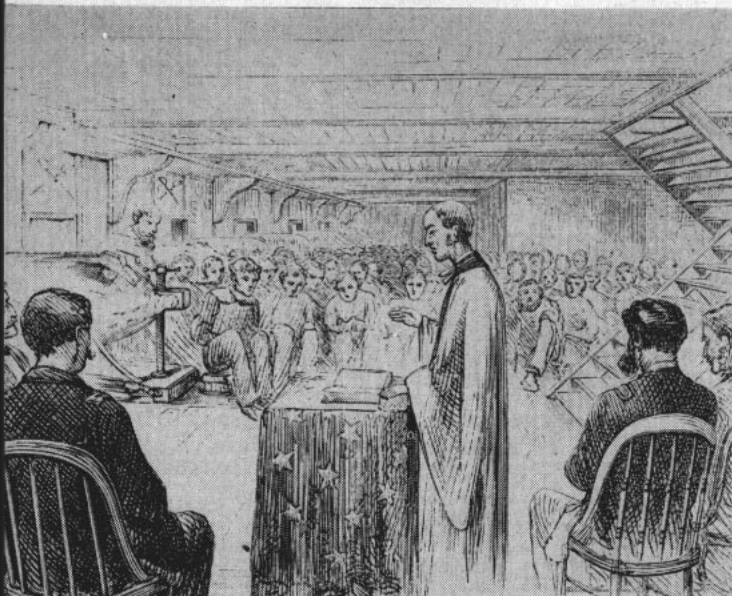
By way of contrast, Chaplain Burgess Allison was 70 years old when he was commissioned as chaplain a few years later.

It was approximately at this time that many important changes took place which profoundly affected the chaplains. A number of well-defined principles and official naval regulations which related to chaplains were established. Greater care was taken in their selection, their duties were more carefully defined, their status was improved and their pay liberalized. It was at this time that the chaplaincy came into its own as an essential part of the U. S. Navy.

Regulations of 1841, for example, required for the first time that a chaplain be an ordained clergyman.

NAVY CHAPLAIN waits for copter to take him to next ship for divine services. Services are held at home and abroad, ashore and afloat.





CONTEMPORARY SKETCH shows Sunday service on gun deck of man-of-war. Right: Present day service is held at sea.

It was during the Civil War that the first naval chaplain, John Lenhart, was killed in action. He was lost with *uss Cumberland* after she was rammed by *css Virginia*.

The old tradition of the church pennant flying above the national emblem during divine services aboard ship became officially recognized during the period between 1861 and 1880. Other radical changes, such as permitting voluntary, instead of compulsory, attendance were made. This was another period in which naval regulations were in flux, and out of the many changes came the principles which, to a large extent, are still in effect.

Although only 24 chaplains were on active duty by 1900, their influence was widespread. In addition to such recognized duties as conducting divine services and religious instruction, establishing and maintaining libraries, ministering to the sick and imprisoned, and supervising educational activities of crew members, chaplains also took a leading part in providing wholesome entertainment aboard ship, conducted sightseeing tours on shore, and promoted to other off-duty activities.

The chaplains became a Corps during the years of World War I, and organizationally speaking, they came of age. The Chaplains Division became a part of the Bureau of Navigation (now Bureau of Naval Personnel), duty assignments were made by this Division and Fleet Chaplains were authorized.

The importance of the Chaplain Corps during World War II can best be summarized by these figures: At their peak, approximately 2800 Regular Navy and Naval Reserve chaplains were on active duty; 93 medals and awards were won by chaplains, ranging from the Medal of Honor to Letters of Commendation; 24 chaplains were killed in action or died during the war; and 46 were awarded the Purple Heart.

Of the nearly 925 chaplains who were on active duty during the time of the Korean hostilities from June 1950 to July 1953, 166 Navy chaplains served with the U. S. Marines

in Korea and approximately 150 others served on board U. S. ships in Korean waters. More than 20 Purple Hearts were awarded, and 200 awards of other categories.

Today, as they have for the preceding 180 years, the Navy's chaplains continue to provide religious guidance and instruction as their primary responsibility. In addition, character guidance is an important field in which the chaplain has become well qualified to assist and implement command responsibility for morale and spiritual welfare.

In short, they make the Navy a better place in which to serve.

President Congratulates Chaplains On Job Well Done

During their 180 years of existence, U. S. Navy chaplains have won a unique position of respect and admiration among all the armed services. This is the opinion of one former Army man, addressed to the Chief of Chaplains for the members of the Chaplain's Corps:

I congratulate all of you on the record which has been built by the Navy Chaplains since before the Declaration of our national Independence. Their willingness to give their lives for their fellow men, their heroic actions in time of crisis and danger, their unwearied efforts in the line of everyday duty constitute noble entries in our nation's naval history. Their presence among the members of our armed forces is a constant reminder of the spiritual values central to the way of life for the defense of which alone our armed strength is maintained.

In today's peacetime the work of the Chaplains to help maintain the morale of the individual man in uniform matches the importance of their obligations in time of war. I am confident that they will continue to discharge their future responsibilities with the distinction that has characterized the efforts of their predecessors.

Sincerely,
Dwight D. Eisenhower

LETTERS TO THE EDITOR

The Age Limit Was 14

SIR: Did the Navy enlist 11-year-olds around 1906 or 07? I've been told they did, but it is rather hard for me to believe. Also, what was the age limit to enter the Military Academy at West Point in 1911?—J. T. P., LCDR, USNR (Ret.)

• In 1907 statutory limitations forbade the enlistment of individuals under the age of 14; however, by administrative requirements no one was enlisted who was known to be under 15 years of age.

In 1911, as now, an individual entering the Military Academy at West Point was required to be between the ages of 17 and 22.—Ed.

Navy Wife Wants to Teach

SIR: I would like to be assigned to an overseas shore billet with my family. My wife is a qualified elementary school teacher and is willing to instruct naval personnel dependents overseas.

I have been informed that an instruction is in effect which requests a Navyman, if his wife is a school teacher, to submit a request for overseas shore duty.

Can you advise me on this matter? If there is such an instruction what qualifications are required?—R. J. S., RM1, USN.

• A limited number of teachers are needed annually for Navy overseas dependents' schools. BuPers Inst. 1306.6A of 30 Jul 1954 invites applications for assignment to duty in Naval Missions, Offices of Naval Attaches, etc., by petty officers whose wives are qualified teachers desiring to teach. Also, Com-ServLant Inst. 1306.1C of 26 Jan 1955 invites enlisted personnel in the Atlantic Fleet, married to qualified teachers desiring to teach, to request foreign shore duty when qualified.

For complete information about location of schools, required qualifications for teachers, salaries, and how to apply, write to the Chief of Naval Personnel (Attn: Pers C113), Department of the Navy, Washington 25, D. C. via your commanding officer.—Ed.

Decorations for Benham

SIR: I'd like to know what operations USS Benham (DD 397) participated in and what decorations she is entitled to for her part in WW II service.—J. W. O., MACH, USN (Ret.)

• USS Benham (DD 397) rates the following decorations for participating in World War II: Asiatic-Pacific Campaign Medal for the following actions: Mid-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulation regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

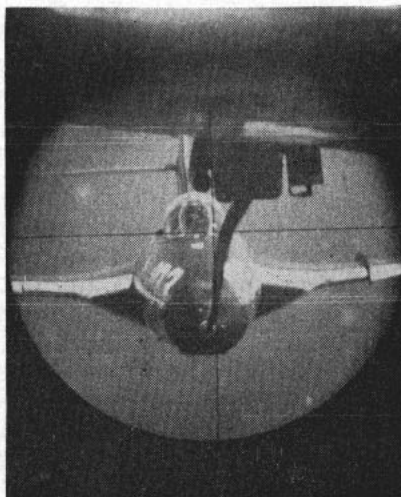
way (3 Jun 1942 to 6 Jun 1942); Guadalcanal-Tulagi landings, (7 Aug 1942 to 9 Aug 1942); Eastern Solomons (Stewart Island) (23 Aug 1942 to 25 Aug 1942); Capture and defense of Guadalcanal (10 Aug 1942 to 8 Feb 1943); Guadalcanal (12 Nov 1942 to 15 Nov 1942).

Benham also earned the Navy Occupation Service Medal with "Asia" clasp for occupation service in Japan, and the World War II Victory medal.—Ed.

Deck Log Terminology

SIR: ALL HANDS answered a letter in the September 1955 issue which asked why the word "distant" rather than "distance" is used in deck log entries such as, "Passed Cape Henry Light abeam to starboard, distant 2000 yards."

You said "distant" was used in this case because it was grammatically correct, but NavPers 15876, the current instructions for keeping a ship's deck log, does not agree. On page 11 in the sample entries section, the word distance, and not distant, is used in all cases similar



UNUSUAL VIEW of F9F-8 Cougar jet refueling in flight is enlargement of photo taken on 'tankers' scope.

to the one mentioned above—P. G. M., LTJG, USNR.

• "Distant" is the traditional use of the word, being handed down through literature and old log instructions. Occasionally, however, the other term is used, as you noticed.

Its usage, therefore, seems to be a matter of choice. We believe, as do the senior officers whom we ask on questions of this nature, that the long-used term somehow has a better ring to it, a saltier flavor, so to speak.—Ed.

Warming up the Gyro

SIR: I have a question concerning the gyrocompass. While attending QM school I was taught that the gyrocompass should be started three hours before it is to be used. The QM Manual (3rd and 2nd class) mentions four hours. Still further, I've heard men saying six hours. Who is right?

Incidentally, in the June issue of ALL HANDS an error was made in the article "This Sky Pilot Saw Plenty of Air Action." A wrong hull number was given to USS Ticonderoga. It should have been CVA 14 and not CVA 70.—J.A.W., QM3, USN.

• Every individual has his own ideas on how certain evolutions should be performed and how soon certain operations should be started, but the information provided in "Quartermaster 3 & 2," Vol. 1, NavPers 10149-A, is believed to be correct and is the recommended time given by the manufacturer.

The following is an extract taken from a booklet published by the manufacturer:

"It is preferable to start the equipment at least four hours before the compass is required for service. This is to allow sufficient time for it to come up to running temperature and settle on the meridian."

This is the operating manual provided to each ship on which a gyroscope compass is installed.

You are correct in pointing out that USS Ticonderoga's designation should be CVA 14. Glad you caught the error and we'll be on our toes to avoid similar mistakes in the future.—Ed.

Courses for Officer Promotion

SIR: BuPers Inst. 1416.1A, which lists the correspondence courses officers may take for promotion, leaves unsettled the status of certain courses taken several years ago.

To be specific, is a course which I took in 1951, Universal Code of Military Justice (NavPers 10971), equivalent

lent to the current NavPers 10993 course?

Also, does *Personnel Administration* (NavPers 10968), exempt any course requirement for promotion to LCDR? —R.E.S., LT, USN.

• To be exempt from a promotion examination, the correspondence course you have taken must be the same as listed in BuPers Inst. 1416.1A of 24 Aug 1955, or a course superseding the one listed. A superseding edition of a correspondence course is indicated by an alphabetical suffix to the NavPers number.

The "Universal Code of Military Justice" course you completed in 1951 is a one-assignment course, whereas "Military Justice in the Navy" (NavPers 10993), is a twelve-assignment course and therefore not equivalent to the course you have taken.

"Personal Administration" (NavPers 10968), does not contribute toward promotion examination exemption in promotion from LT to LCDR. It does, however, count for exemption in promotion from LCDR to CDR.—Ed.

Trailer Allowance

SIR: I am being transferred from San Francisco to San Diego and would like some information on the new bill concerning allowance for moving house trailers. My trailer is a 45-footer and I must have it pulled commercially. —D. L. B., GM1, USN.

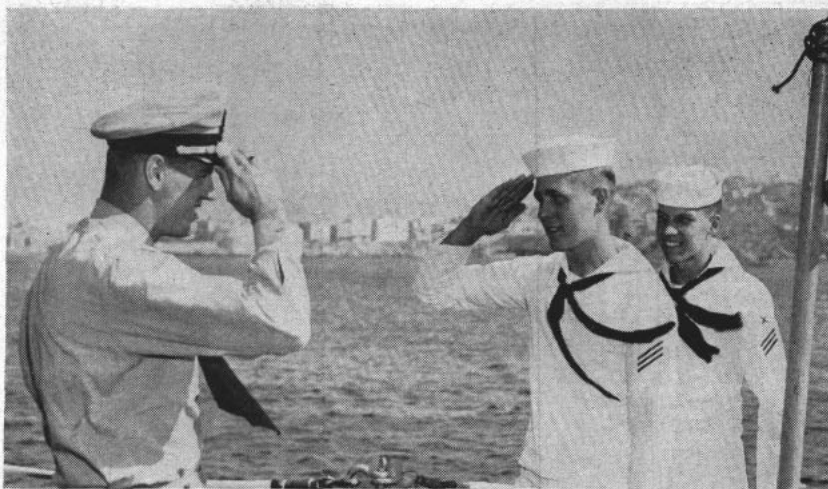
• You are authorized a trailer allowance payable to members under permanent change of station orders effective on or after 1 Apr 1955 regardless of the date the orders were issued, according to Chapter 10 of Joint Travel Regulations.

Your trailer must be moved for the purpose of residing in it at its destination. If you elect to receive the trailer allowance, it will be in lieu of both the dislocation allowance and the shipment of baggage and household effects. The authorized mileage is computed on the basis of the distances shown in the tables and maps appearing in the "Rand-McNally Standard Highway Mileage Guide."

Since you are contracting with a commercial transporter for the movement of your trailer, you will be entitled to the trailer allowance at the rate of 20 cents per mile. If you were to transport your trailer by any other means, including towing by privately-owned vehicles, you would be entitled to the trailer allowance at the rate of 10 cents per mile.—Ed.

More on Trailer Allowances

SIR: Soon I will be transferred to the Fleet Reserve after 19½ years in the Navy. Will I be eligible for transportation allowances for pulling my house trailer and baggage to my Fleet Reserve address? If this reimbursement is allowed, am I still entitled to be reim-



REQUESTING PERMISSION to come aboard USS Cotten (DD 669), with the Sixth Fleet in the Med, are two Naval Reservists reporting for training cruise.

bursed for travel of my dependents?

If the house trailer reimbursement is not authorized for Fleet Reservists, am I entitled to shipment of household effects, reimbursement for dependents' travel, and dislocation allowance?—W. W. W., GSC, USN.

• Upon transfer to the Fleet Reserve, you will be allowed six cents per mile for your personal travel and 10 cents per mile for pulling the trailer if it is used for transportation of your household effects and baggage.

Also, you will be allowed six cents per mile for each dependent 12 years of age or over, not to exceed two such dependents; and three cents per mile for each additional dependent 12 and older. The total may not exceed 18 cents per mile.

Election to receive the trailer allowance is in lieu of both the dislocation

allowance and the shipment of baggage and household effects. The movement of the trailer must be for the purpose of residing in it at its destination. Authorized mileage for the trailer allowance is computed on the basis of the distances shown in the tables and maps appearing in the "Rand-McNally Standard Highway Mileage Guide."

For further information on travel allowances, your attention is invited to Chapter 10 of "Joint Travel Regulations," and Navy Comptroller Instruction 7290.1 of 9 Jun 1955.—Ed.

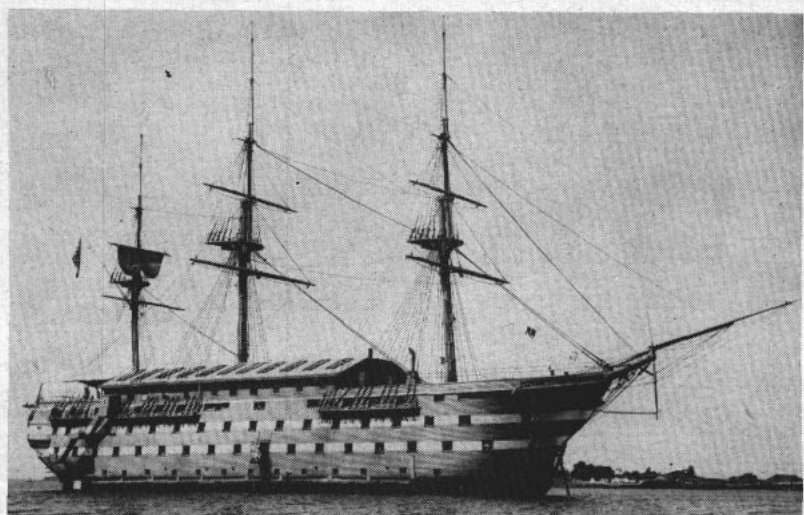
On Top of the SDEL

SIR: I have a question concerning the Bureau shore duty list.

If a man applies for shore duty in an area or naval district which is wide open for his rate, and he is qualified in every



LOOKS LIKE CHRISTMAS—Night photo of USS Valcour (AVP 55), at anchor in the Middle East, is reminiscent of Yuletide glow adorning Fleet each season.



FIRST NEW HAMPSHIRE had three names. Originally *Alabama*, her name was changed to *New Hampshire*. She is shown here as the *Granite State*.

Battleship New Hampshire—Has Long Distinguished Record

SIR: Has there ever been a battleship *New Hampshire*? I believe there was, but some old Navymen argue that I am wrong. Can you straighten us out?—M.D.F., TMTC, USN (Ret.)

• You're right. There were, in fact, two ships named *New Hampshire*.

The first *New Hampshire*, originally named *Alabama*, was built at Portsmouth, N.H. She was not completed until after the beginning of the Civil War. In October of 1863, her name was changed to *New Hampshire* and she was finally placed in commission on 11 May 1864. She carried 15 guns.

New Hampshire served for a brief period as a flagship after the Civil War and then was converted into a receiving ship. From 1876 to 1881 she served as store ship at Port Royal, S.C., later being stationed at Norfolk and Newport. At Newport and New London she served as flagship of the Apprentice Training Squadron and Receiving Ship for Boys.

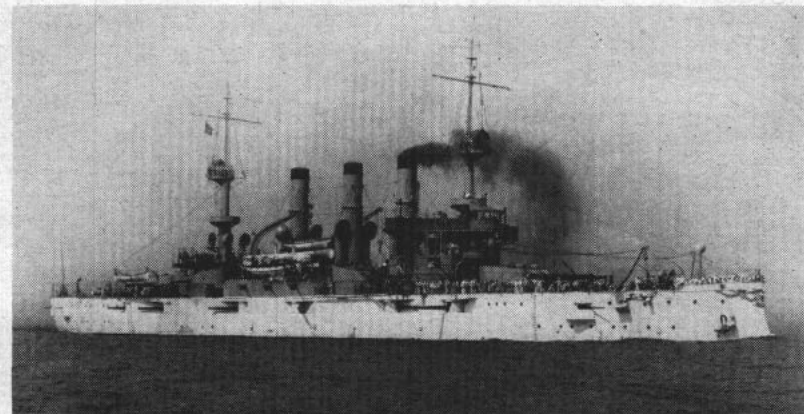
In June, 1892, *New Hampshire* was placed out of commission and turned over to the New York State Naval Militia. In 1904, her name was changed to *Granite State* so that a new ship might bear the name of *New Hampshire*.

She remained at New York as a training ship until 1921, when she was burned to the water's edge.

You probably have in mind the second *New Hampshire* which was built at Camden, N.J. Her keel was laid on 1 May 1905 and she was launched on 30 Jun 1906. Two years later *New Hampshire*, Battleship No. 25, was commissioned and assigned to the Atlantic Fleet. In 1914, she took part in the affair at Vera Cruz, Mexico.

In 1917, she was attached to the U.S. Atlantic Fleet, and assigned training duty in the Chesapeake Bay area.

In 1919 she was attached to the Atlantic Fleet, with which she remained until decommissioned in 1921.—Ed.



BATTLESHIP NO. 25, the second *New Hampshire*, was commissioned in 1908. She served in Atlantic waters from 1917 until end of her duty in 1921.

way for this duty, why is the wait so long?

I applied for a naval district approximately five months ago and at the time it had no waiting list for my rate. I received my shore duty card and have been waiting since.

The Bureau shore duty list gives me the impression that if there are openings for a man in his rate and he is qualified, he gets what he wants. If so, why can't a man make his preparations and expect to make it within a reasonable amount of time?—P. E. S., JO2, USN.

• If you apply for shore duty in a district which has no one ahead of you on the shore duty eligibility list, you still cannot be ordered until a vacancy occurs for a man of your rating within the district. Sometimes this takes many months, as the individual currently filling the billet cannot be ordered to sea until he has completed his tour ashore. Bureau orders for shore duty are always dated three months in advance in order to allow you enough time to plan on moving your family, and to allow the Fleet personnel distributor sufficient time to order a replacement for you.—Ed.

Request for FT School

SIR: I am greatly confused about my present and future duty status. While serving on board a Reserve training ship, I submitted an application for fire control technician school. The reply from the Bureau stated that my name must be put on the Sea Duty Survey List before school could be granted.

After my name was put on the list, I received orders for active duty on board USS *Lexington* (CVA 16). Due to this change of duty, must I resubmit my request for school, or is my name still on the list?

Recently I received orders for a normal tour of shore duty but they were canceled because *Lexington* had been in commission less than six months. Would I now receive these same orders at the end of the six months, or would new orders be more probable?—W.F.H., FT3, USN.

• Your request for schooling must be resubmitted to your Type Commander.

When your orders to shore duty were cancelled your shore duty eligibility card was automatically placed in a "Hold" file. It will be put back in the "Active" file when you have been on board six months. At this time, you will again be considered for shore duty orders.—Ed.

Letter of Commendation

SIR: I served as a corpsman attached to the First Marine Division in Korea from December 1952 to November 1953. I was awarded two individual letters of commendation with combat V authorized. The letters were signed and for-

Travel by Car

SIR: Can an officer or enlisted man who is permanently changing duty stations be authorized travel time computed at the rate of 250 miles per day when traveling by privately owned vehicle if he does not actually own the vehicle?—C.R.L., PNC, USN.

• If you are authorized to travel via a privately owned vehicle—not commercial transportation such as train or bus—and you actually perform travel via such privately owned vehicle, travel time may be computed at the rate of 250 miles per day. Article C-5317(2) of "BuPers Manual" does not require that you own the vehicle.—Ed.

warded to me by the Commanding General.

In a recent computation on multiples for advancement in rate, I was informed that these two letters do not count toward my advancement. The reference given to me for this decision was BuPers Inst. 1430.7A of 8 Sep 1954.

After reading the instruction, and finding my personnel section's interpretation correct, I feel that there must be provisions made for similar cases. If not, a great injustice is being done to countless numbers of corpsmen who received commendations in the performance of duty.—F. X. A., HM2, USN.

• Letters of Commendation are credited, providing they meet the provisions outlined in BuPers Inst. 1430.7A. A letter of commendation—without authority to wear Commendation Ribbon—must be addressed personally to the individual from the President, Secretary of Defense, Secretary of the Navy, or Chief of Naval Operations in order to be counted toward your final multiple.

It is possible that your letters were awarded by your commanding officer or some other person not included in the foregoing list.—Ed.

Try France or Italy

SIR: I have requested assignment to naval attache and/or naval missions duty in Australia, Spain or Colombia. Can you tell me the number of CDIs on the eligibility list and my chances of receiving one of the billets in the near future?—D. F. M., CDI, USN.

• There are no billets for attache or naval missions duty in the countries you have requested. If you wish to change your request and be considered for the billets in Italy or France you should notify the Chief of Naval Personnel (Attn: Pers B-21223).

At the present time there are six CDIs on the Naval Attache and/or Missions Eligibility List. Four of these billets become available in the near future. One is in CinCSouth, Naples, Italy,

available in August 1957; the other three are in Headquarters, U. S. European Command, available in August 1956, November 1956 and October 1957.—Ed.

Twenty-One Ships Alongside

SIR: In reference to the inside front cover picture in the May 1955 issue, please tell us *Cascade* (AD 16), that if they are still bragging about having seven ships alongside, they had better quiet down so no one will know what boots they really are.

During the 1920s on board *uss Black Hawk* (AD 9), in China, we had 21 ships alongside at one time. Nineteen destroyers and two mine sweepers, *uss Bittern* (AM 36), and *Finch* (AM 9).

Somewhere in the numerous places my personal effects are scattered, I still have a picture of this event.—R. F. H., LCDR, USN.

• We hope that you can send that picture soon. Our imaginations are running wild. We can see a giant gray caterpillar arching its back in the green China Sea.

Actually, *Cascade* can not be held accountable for boasting. ALL HANDS thought seven ships alongside was a goodly number, so we published the picture along with a challenge to our readers to top it. Since we are responsible, the several boots on our staff are prepared to bathe in brine and rub against old timbers when your picture—tripling *Cascade's* record—arrives.

Seven alongside was topped last month by a photo sent us by *uss Laertes* (AR 20), and by a U. S. Navy shot of *uss Nereus* (AS 17). Both vessels displayed 10 ships alongside and are tied for the new record. (ALL HANDS, November 1955, p. 15).—Ed.

What's Passing?

SIR: What type of grading scale is used on service-wide examinations? Is 2.5 a passing grade or are grades based on a curve of some sort?

Results from an examination conducted in February 1955 seem to indicate that some individuals passed on a scale of 2.5 while others who made a 2.5 failed the professional part of the exam.—N. B. B., PN, USN.

• Service-wide examinations are graded on a standard scale ranging from 15 to 80. These scores are identical to those reported for Basic Battery Tests and have no relationship to the Navy's traditional scale of 0 to 4.0.

It is incorrect to compute the ratio between an individual's examination grade and the top possible score of 80, and then apply the resulting percentage to the 0 to 4.0 scale, as you may have done.—Ed.

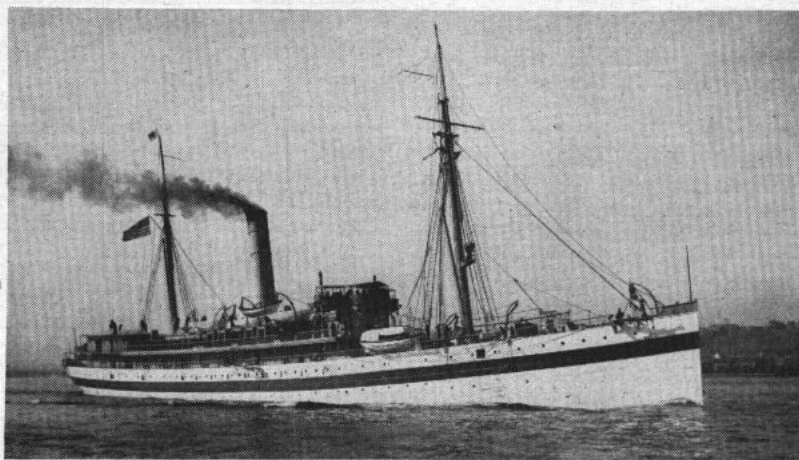
Warning at Captain's Mast

SIR: I would like an interpretation of a warning awarded at Captain's Mast. Is a warning considered to be a punishment? If it is not considered a punishment can a conduct mark be lowered due to the mast given where the commanding officer does not direct that the marks in conduct be lowered? Can a commanding officer lower the conduct mark without having a Captain's Mast for other than disciplinary action?—E. J. W., YN3, USN.

• A commanding officer may issue a warning at Captain's Mast; however, a warning is not provided for under Arti-



FAMILY AFFAIR—ENS Alfredo Lukomska, usn, pins new ensign shoulder marks on her brother Fred, who only a few weeks earlier had done the same for her.



WAS THIS THE 'MOST HEAVILY GUNNED' Navy ship? Rumor has it that old USS Solace (1909-1921) earned this title due to Civil War guns as ballast.

'Most Heavily Gunned Ship' Never Fired a Shot

SIR: I noted in the January issue of ALL HANDS a brief piece on "Guns for Ballast." It is interesting to see stories change and grow, losing in the process most or all in the way of established fact. If your researchers go back another decade they might meet still an earlier version. While I cannot vouch for its full accuracy, I believe that just a little research might do so.

The grains of truth seem to center about the words "guns," "ballast," and a hospital ship.

In 1896, there was built at Newport News, Va., a vessel called the ss *Creole*, for coast-wise and West Indies trade, carrying chiefly freight, and especially bananas. In 1898 the ship was taken over temporarily as a hospital ship and was named USS *Solace*. From 1898 to 1908, it served as an army transport between the West Coast and the Philippines.

In 1909, she was returned to the Navy and converted into a hospital ship. This involved the addition of a lot of superstructure. Later there were added high topgallant masts to carry radio antenna. As a result, this ship

with 5700 tons displacement and overall length of 377 feet and a beam of only 44 feet, rolled excessively.

Some time between 1912 and 1914 (plus or minus a year), in an attempt to off-set her top-heavy condition by lowering her metacentric height, some concrete-ballast was installed in which, as story has it, there were imbedded a considerable number of muzzle-loading iron guns of Civil War vintage. This was presumably done in her homeport in the Navy Yard at Portsmouth, Va.

From then on she had the reputation of being the most "heavily gunned ship in the Navy." There were those who claimed that there were as many as 200 cannons in the ballast. She was decommissioned in 1921, and later sold for scrap iron. I served on her from December 1917 to August 1919.

—R. A. Kern, RADM, MC, USNR.
• Thank you for your interesting letter on the "Guns for Ballast" ship. It has added much to the material on this subject. Still more on the legend was reported in the April issue of ALL HANDS (page 25).—Ed.

cle 15, UCMJ, and is not considered to be a punishment. Therefore, a Captain's Mast which results only in a warning normally should not be entered in the service record, but it should be entered in the Unit Punishment Book. The only exception is in the case of unauthorized absence.

Normally, as indicated in Article C-7821 (b) 2, "BuPers Manual," performance marks should not be entered as a result of a warning. However, the marks may be lowered by the commanding officer if he so desires. In this connection, a mark in conduct of less than 4.0 may be assigned in the absence of disciplinary action. The lowering of the marks is based on the offense committed

which resulted in the warning. When such action is taken, a service record entry setting forth the cause is required.—Ed.

China Service Medal

SIR: For service performed during the evacuation of the Tachen Islands, CinCPacFlt determined that Beachmaster Unit 1, WestPacDet, was eligible for the China Service Medal (Extended). Some members of the unit did not actually participate in the evacuation itself but were required to stay at Camp McGill, Japan.

Should those who actually participated in the evacuation be the only ones entitled to the medal or should all per-

sonnel who were attached to, present and serving on permanent duty with the unit be entitled to the medal?

According to NavPers 15,790 (Rev 1953) concerning the China Service Medal (Extended), it would seem that all personnel would be eligible for the medal.

My personal opinion is that those who actually participated in the evacuation are the only ones entitled to the medal.—J. R., YN1, USN.

• CinCPacFlt has authorized Beachmaster Unit 1 (Western Pacific Detachment) as eligible for the China Service Medal for the period 30 Jan 1955 to 13 Feb 1955. Personnel of Beachmaster Unit 1 who remained in Japan would not be entitled to this award since the China Service Medal is authorized for service in or over China and in Chinese waters.

Under certain conditions, CinCPacFlt may authorize temporary duty as qualifying for the China Service Medal, subject to the final approval of the Chief of Naval Operations.—Ed.

Going Regular

SIR: I recently transferred from LTJG, USNR-R to LTJG, USN. Am I eligible for mustering out pay and accrued leave.—L.P.M., LTJG, USN.

• You are. Anyone transferred from the Naval Reserve to the Regular Navy is entitled to mustering-out pay, if otherwise proper, unless in pay grade O-4 through O-8 at the time of transfer. In such case you are not entitled to a lump sum leave payment. ("NavCompt Manual," paragraph 044170-3, gives the details.)—Ed.

A to N and O to Z

SIR: I would appreciate an answer to the following question: What is meant by "A to N" subjects?—C.W.W., ETC, USN.

• Early editions of the "Bluejackets' Manual" and training courses used the letters "A to Z" to label some of the subjects with which seamen should familiarize themselves. A-N listed the subjects which every man on board ship should know and O-Z listed the subjects which seamen, second class, should know. A few examples, selected at random, are as follows:

A—Discipline and Duty.

E—Rules Regarding Salutes and Naval Customs.

I—The aim and object of all General Drills.

N—Athletics; the attention given them in the Navy.

O—Boats; types, nomenclatures; gear, duties of a boatkeeper.

R—Deck Seamanship.

W—Artillery.

Z—Signals.

This system has been replaced by the training courses now in use.—Ed.

Permanent Appointment as CPO

SIR: When I made chief on 20 Aug 1945, all men advanced to this rate were on a temporary basis. On 20 Aug 1946, I was "appointed to pay grade one," rather than being given a so-called permanent appointment.

I understand that an appointment to pay grade one and a permanent appointment are the same thing, and that my permanent appointment status may be counted from the date that I was appointed to pay grade one.—R.D.S., BMC, USN.

• *You are correct. The temporary rates were dropped and therefore have no meaning. Appointment to pay grade one and permanent appointment are the same. In your case, you are considered to have served in permanent appointment status since 20 Aug 1946.*—Ed.

Counting Time for Retirement

SIR: Mine is a complicated situation. I was originally commissioned ensign from CPO on 16 Sep 1943. After advancing to lieutenant, junior grade, on 1 Jan 1945, I was reverted to CPO on 13 Jan 1947. On 16 Nov 1951 I was recommissioned lieutenant, junior grade, with date of rank 29 Aug 1949.

Does time served in commissioned status before reversion to enlisted status count for retirement purposes? When does the commissioned service time begin for the reappointment, 29 Aug 1949 or 16 Nov 1951?

If a temporary officer is reverted to enlisted status before the completion of 10 years' commissioned service, and later completed his 30 years in the Fleet Reserve, would he be retired with the highest rank satisfactorily held before 30 Jun 1946 or highest rank held during

his naval career?—R. L. M., LT, USN.

• *Your time served in commissioned status before reversion to enlisted status counts for retirement purposes. Your commissioned service time for reappointment began on 16 Nov 1951.*

If a temporary officer is reverted to enlisted status before completion of 10 years' commissioned service and later completes his 30 years in the Fleet Reserve, he would retire with the highest rank held before 30 Jun 1946.—Ed.

Choice of Last Duty

SIR: I understand that when I apply for transfer to the Fleet Reserve that the Bureau will transfer me to the naval activity nearest my home for my last six months of active duty. Is this correct?—J. J. D., SKC, USN.

• *No. Such requests are disapproved, because their approval would result in prohibitive overmanning of certain naval activities, and further aggravate a personnel situation already plagued with a shortage of trained petty officers. The widespread misconception concerning reassignment apparently stems from the Chief of Naval Personnel's practice of assigning personnel completing thirty years' active service to the area of their choice, after their retirement date has been established by the Secretary of the Navy, for their last six months of active duty.*—Ed.

Dependents' Travel to Japan

SIR: Is it true that dependents are not allowed to travel to Japan? If so, when did this order go into effect?—D. V. B., HM2, USN.

• *Your dependents may travel to Japan; however, you must first obtain approval for this travel from Commander Naval Forces, Far East. Prior approval is necessary because dependent housing is quite limited in this area.*—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *The Barnacles*—Officers who served in the Ninth Naval District before World War II will hold their third reunion on 10 Dec 1955, at 5:30 p.m. in the Naval Reserve Armory on Randolph Street, Chicago, Ill. For further information, write to Albert F. Block, Ripley Bldg.,avenport, Iowa.

• *USS Osceola (YT-129)*, and (YO 20)—Crew members of these ships during 1918-1919 interested in holding a reunion in 1956 should contact John M. Greenwood, Dredge Harbor, Riverside Ser. Number 161-87-96, New Jersey.

Does Reserve Bill Affect Me?

SIR: Does the new Reserve Bill affect me? I have been on active duty with the Reserve since December 1954, and before that was a member of the inactive Reserve.—H. D., AT3, USNR.

• *You will not be affected by the Reserve Forces Act of 1955, Public Law 305 (84th Congress), since your date of enlistment was prior to the date effective in the law.*

Under this law, men enlisting in the armed forces for the first time on or after 10 Aug 1955 will have a six-year obligation.

Since you were a member of the armed forces before this date, your status remains unchanged and you have an eight-year obligation.—Ed.

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These Men Built Your Navy's Tradition

A ROLL CALL OF NAVYMEN since the first "United States Ship" put to sea would yield many names whose owners have left their mark on Uncle Sam's sea service. Some of these men were national heroes; others were little known outside naval and military circles. But they all have at least one thing in common: They helped shape the Navy you know today.

You'll find 47 Navymen in this group of "Men Who Made Naval History." They cover a period from the early days of the Revolutionary War to the turn of the twentieth century. And just in case you discover that someone has been left out who you think ought to be included, you should know something about the method of selection. First of all, a man by a single great act or one particular achievement may have earned for himself a spot on this list. On the other hand, he might have won this distinction as a result of years of Navy career service. Perhaps he was responsible for a victory at sea, or he may have developed a new piece of equipment, or influenced strategy and tactics. In some cases it will appear that the selectee may merely be representative of perhaps hundreds of other Navymen

who performed equally valuable services but who unfortunately received less recognition. And finally, a man may have been selected because he represents a certain characteristic, such as loyalty or reliability—attributes which have helped to shape the Navy of today as much as the most powerful ordnance development or the fastest ships.

Most—but not all—of the men cited here are high ranking—admirals, commodores, or at the least captains. But remember, they all got their start in the Navy much lower down the ladder, like Boatswain's Mate Reuben James or Lieutenant John P. Downes. No man ever won a battle alone, and such commanders as John Paul Jones, Preble and Farragut would be the first to acknowledge their debt to the mates, gunners, foretop captains, midshipmen and powder monkeys—all of the men who served with them and made their victories possible.

The fact that only 47 men are cited here does not minimize the work of others. This, of course, is not a complete list. There is little doubt that, through their quiet devotion to duty, through their persistent efforts in behalf of new fangled ideas and inventions, many others could qualify with equal validity. Notable among the names missing from this list are those of David Bushnell, who invented a submarine that was actually used in the Revolutionary War (ALL HANDS, November 1951, p. 59), Robert Fulton, inventor of the steamship (ALL HANDS, March 1952, p. 59), Nathaniel Bowditch, who wrote the famed manual on navigation (ALL HANDS, October 1955, p. 12), Gideon Welles, Secre-

tary of the Navy in the Civil War and other SecNavs, not to mention presidents of the United States, submarine inventor John Holland (ALL HANDS, April 1953, p. 2, and April, 1955, p. 28), and the admirals William Sampson and Winfield Schley (ALL HANDS, May 1953, p. 59). If we've left out your choices drop us a line, giving the reasons for making your selection.

Note also that this roundup of names stops with the turn of the twentieth century. History will add dozens more who have helped shape the Navy in the past several decades. Here's the list.

JOHN PAUL JONES (1747-1792) was commissioned in the U. S. Navy in 1775, and his fame rests primarily upon his singular accomplishments at sea, as commander of *Ranger*, *Bon Homme Richard*, *Alfred* and several other craft. But aside from such exploits, Jones played a remarkable role in the formative years of this country, hoisting the American flag the first time it was displayed on the ocean, receiving the first official recognition accorded the flag by a foreign power, giving that flag its baptism of fire at sea. The "energies, the



Fighting on deck of *Serapis* — 1779

professional capacity, the indomitable determination and dauntless scorn of death which marked John Paul Jones above all his fellows" make his memory a living force throughout the naval service. He still serves as an inspiration to students at the Naval Academy, where his remains are enshrined.

SAMUEL TUCKER (1747-1833) was a merchant skipper who was commissioned a captain in the Revolutionary Navy in March 1777, taking command of the frigate *Boston* some months later. After delivering the U. S. Minister John Adams to France and taking a number of prizes, Tucker was himself captured when the city of Charleston fell to the enemy (May 1780). A year later he was released, took command of the sloop-of-war *Thorn*, a Britisher which he had captured in 1799, and continued to take prizes. Although he was recaptured, Tucker managed to escape before the close of the war. He returned to active service during the War of 1812, and made a brilliant capture of the British privateer *Crown* which had been harassing the Maine coast.

JOHN BARRY (1745-1803) contributed to the Navy the same aggressive spirit and indomitable drive for victory which marked his contemporaries of Revolutionary times. In 1776 while commanding the brig *Lexington*, Barry led his men in the capture of the British tender *Edward*—the first British ship taken by a commissioned American ship. Commodore Barry was also the Navy's third commander-in-chief.

NICHOLAS BIDDLE (1750-1778) a shipmate of Nelson, entered the British navy in 1770, but returned to his native land at the outbreak of the Revolution. In command of *Andrea Doria*, a 14-gun brig, Biddle made prizes of 10 enemy vessels in a satisfyingly short time. Appointed by Congress to command the 32-gun *Randolph*, Biddle continued to display unsurpassed activity, zeal and intelligence—until he perished in a blaze of glory. Cruising near Barbados with four small vessels of war, *Randolph* came upon the 64-gun British ship-of-the-line *Yarmouth*. Ordering his small vessels to safety, Biddle tackled his outsized opponent by firing a broadside into her. Some 20 minutes of brisk action followed before an explosion shook *Randolph*. Biddle and 310 crewmen were lost with the vessel.

JOHN RODGERS (1772-1838) had seen years of merchant service before he became (1798) a lieutenant in the new U. S. Navy. He served against the Barbary pirates and, in 1805, succeeded to command of the squadron engaged in the Tripolitan War. Later, Rodgers commanded *President*, which had been ordered to stop British impressment of American seamen. Encountering a British ship, he gave chase and overhauled her. In the subsequent battle the British vessel *Little Belt* was defeated. This was one of the incidents leading to the War of 1812, in which Rodgers was wounded by an explosion of one of his own guns. He later served as president of the Board of Naval Commissioners (1815-24, 1827-37).

JOSHUA BARNEY (1759-1818) also entered the Navy early in the Revolution. He immediately began the daring exploits which resulted in his being captured by the British three times. Later Barney served in the French navy, and engaged in large-scale privateering during the War of 1812. Given the task of halting the British push up Chesapeake Bay in July 1814, Barney delayed their drive for several weeks. When the British did land Barney rushed Marines and sailors to nearby Bladensburg, Md., where he held the center of the line until outflanked. The intrepid Barney was wounded and captured during the fighting in that battle.

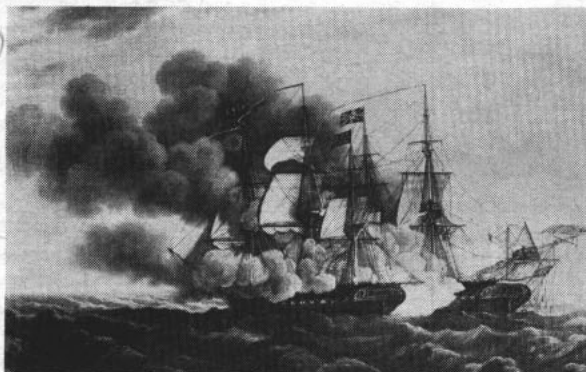
THOMAS TRUXTUN (1755-1822) went to sea early, in merchant vessels. In the American Revolution he served the patriots as a privateer and took many British prizes. When the U. S. Navy came into being in 1794, he left merchantmen, becoming master of *Constellation* and taking part in the naval troubles with France and England. *Constellation* captured the French frigate *L'Insurgente* in 1799 and defeated *La Vengeance* in battle in 1800, though the French vessel escaped capture because a storm injured *Constellation*. Perhaps Commodore Truxtun's greatest contribution to the Navy

lay in his ability as a navigator and seaman. He was among the first to discuss the value of the Gulf Stream to navigation.

BENJAMIN STODDERT (1751-1813) was a Continental Army cavalry captain who "joined" the Navy after severe wounds made him unfit for active service. He was appointed the first Secretary of the Navy in May 1798, remaining in the post until March 1801. Stoddert's tact, industry and judgment joined with his mercantile experience to make him invaluable to the formation of our first Navy. When Stoddert became Secretary, the bulk of the Navy consisted of the frigates *Constitution*, *Constellation*, and *United States*; by the latter part of 1799 the Navy had in commission five frigates and 23 sloops-of-war.

DAVID PORTER (1780-1843), appointed a midshipman in 1798, saw his first service in the West Indies and in the war with Tripoli. Captured with *Philadelphia* in 1803 (off the Tripoli coast) Porter remained a prisoner until peace was declared in 1805. He returned to the fore during the War of 1812, capturing several vessels including *Alert*, a British man-of-war. Rounding Cape Horn in *Essex*, (the first American man-of-war to enter the Pacific), Porter cruised the Pacific warring on British whalers. His actions immobilized British trade in the area. He took formal possession of the Marquesas Islands in November 1813, but this act was not recognized by the government. His ship was captured, but only after playing an important role in the War of 1812.

EDWARD PREBLE (1761-1807) made his first cruise on board a privateer during 1777-78. In 1779 he became a midshipman in the Massachusetts Marine, then entered the merchant service. In 1799 he accepted a lieutenant's commission in the U. S. Navy, rising to the rank of captain within a year. In 1803 Preble, commanding a squadron headed by *Constitution*, opened and successfully concluded negotiations which averted a war with Morocco. Preble then proceeded to blockade



Constitution defeats Guerriere — 1812

Tripoli, where *Philadelphia* had run aground and her captured crew was being held for ransom. From November 1803 until his relief on 10 Sep 1804 Preble continued the blockade and harassment of the pirate stronghold, thus playing a major role in the eventual release of Bainbridge and his *Philadelphia* crewmen, and putting an end to the piracy which had long plagued Mediterranean shipping.

WILLIAM BAINBRIDGE (1774-1833), already an experienced sea captain, joined the Navy in 1798 when war with France threatened. In 1800 Bainbridge, delivering tribute money to the Dey of Algiers for the release of American seamen, was forced by the Dey to sail under

the Turkish flag to Constantinople—an insult that contributed to the American declaration of war against the Barbary States. Commanding *Philadelphia* during the Tripoli war, Bainbridge captured the Moorish frigate *Meshaboha*. When his ship ran aground he was captured, but rescued after Decatur's daring destruction of *Philadelphia*. He was in command of *Constitution* when she met and captured the British frigate *Java* in December 1812. In 1815 Bainbridge established the school for naval officers at Boston. Bainbridge subsequently acted as chief of the Board of Naval Commissioners.

STEPHEN DECATUR (1779-1820) also joined the Navy in 1798 and rose to fame in the Tripolitan war. In 1804 he led his men into Tripoli harbor to destroy Bainbridge's frigate *Philadelphia* which had run aground and been captured. They managed to board the frigate and set her afire, and Decatur won his captaincy for the feat. Commanding three vessels in the War of 1812, with *United States* as his flagship, Decatur captured the British frigate *Macedonian*—before the British blockade rendered him powerless until the peace had actually been signed. Without knowledge of the settlement, however, Decatur put to sea in *President*, outrunning three ships of the enemy and capturing a fourth before he was forced to surrender. In the so-called Algerine War of 1815, Decatur used his squadron to force peace terms on the Dey of Algiers and obtain reparations from the Barbary powers. Then, as one of three Naval Commissioners from the period 1815 to 1820, Decatur wielded powerful influence over naval affairs. In addition to a career studded with incidents of reckless bravery, Decatur is remembered for the stubborn patriotism which led him to make a fervent toast at Norfolk, a toast which ended, "may she always be in the right; but our country, right or wrong."

REUBEN JAMES (1776-1838) was an enlisted boatswain's mate, born in Delaware. Entering the Navy as a boy, he served under Commodore Truxtun in *Constellation* and took part in engagements with *L'Insurgente* and *La Vengeance*. He was active in the operations against Tripoli in 1803-05 and was one of the boarding party under Decatur which set fire to *Philadelphia* after her capture. Reuben James is credited with saving the life of Captain Decatur when, in a hand-to-hand fight, Decatur was knocked down by a Tripolitan and the scimitar of another was about to fall on him. James deliberately took the blow intended for his commander, but recovered and followed his captain to other ships and other battles. James, along with Decatur, was captured on board *President* after her six-hour running fight with the British squadron on 15 Jan 1815. James is representative of all those Navymen whose courage and loyalty have become part of the Navy tradition.

ISAAC HULL (1773-1843), commander of *Enterprise* and *Argus* in the Tripolitan war, took command of *Constitution* in 1810—and proceeded to participate in the first measure of strength between a British and an American frigate. Early in the War of 1812, he slipped *Constitution* out of Chesapeake Bay and made his way through the British blockade to Boston harbor. On 19 Aug 1812, *Constitution* met *Guerriere* in one of America's great sea battles. Captain Hull's superior ship handling, tactics and gunnery forced the British vessel to surrender.

JACOB JONES (1768-1850) entered the Navy in 1799 as a midshipman. During the war against the Barbary corsairs he was captured along with *Philadelphia* and her crew, but later released. In October 1812, Jones commanded the 18-gun sloop *Wasp* in capturing the British *Frolic*, but lost both ships to the 74-gun *Poictiers*. Released once more, he skippered the captured frigate *Macedonian*. Later he commanded squadrons in the Pacific and in the Mediterranean, where he helped to vanquish the Algerian pirates. He also served as a commissioner of the Naval Board and as governor of the Naval Asylum at Philadelphia.



Perry's victory on Lake Erie — 1812

ISAAC CHAUNCEY (1772-1840) also entered the Navy in 1799 and served in the hostilities with France and the Tripolitan War. During the War of 1812 he was given command of Lakes Erie and Ontario, establishing his headquarters at Sackets Harbor. Here he assembled a formidable fleet. In 1813 he defeated a British squadron at York Bay and aided the Army in taking York (now Toronto) and Fort George. He later was placed in command of the Mediterranean squadron and served on the Naval Board of Commissioners.

WILLIAM H. ALLEN (1784-1813) entered the Navy in 1800. He was third lieutenant of *Chesapeake* when she was captured by *Leopard* in 1807, and was a lieutenant in the frigate *United States* when she captured *Macedonian* (October 1812). In 1813 Allen ran the British blockade in the brig *Argus*, delivered a new ambassador to France—and headed for enemy shipping in the Irish Sea. Under his inspired leadership, *Argus* accounted for 19 merchantmen before His Majesty's brig *Pelican* forced the ship to surrender. Allen died of wounds the day after his ship was captured.

JAMES LAWRENCE (1781-1813) entered the Navy in 1798 and saw his first important service in the Tripolitan War. He commanded *Enterprise* under Decatur and participated in David Porter's gallant attack on Tripoli and in the burning of *Philadelphia*. Commanding *Hornet* at the outbreak of the War of 1812, Lawrence met and defeated the British brig of war *Peacock* off the coast of South America. He was promoted to captain and given command of *Chesapeake* in 1813, with orders to proceed northward from Boston and intercept Canada-bound supply ships. On his way out he met and

engaged the British frigate *Shannon*, which had been blockading Boston. His words, "Don't give up the ship!" shouted as he was carried from the deck, mortally wounded, became a popular naval battle cry.

OLIVER HAZARD PERRY (1785-1819) was appointed a midshipman in 1799, when he was only 14. He served in the war with the Barbary States, was promoted to lieutenant (1807) and from 1807 to 1809 was engaged in building gunboats. In the War of 1812 he was commissioned to build, equip and man a fleet at Erie, Pa. On 10 Sep 1813 Perry's fleet engaged a British force in the battle of Lake Erie. When *uss Lawrence*, Perry's flagship, was reduced to ruins, he transferred to *Niagara* and shortly forced the British to surrender. His report of the battle—"We have met the enemy and they are ours"—has become famous. That victory made Perry a national hero and gave the United States control of Lake Erie.

JOHN P. DOWNES (1784-1854) first made a name for himself as Commodore Porter's "strong right arm" during the War of 1812. When 10-year-old Midshipman David G. Farragut reported aboard *Essex* at Norfolk in 1811, he reported to Lieutenant Downes who was executive officer and first lieutenant. Later, when Porter and *Essex* had captured a dozen British whalers around the Galapagos Islands, the best whaler was armed and "sworn in" as *uss Essex Junior*, LT John Downes commanding. In 1819 Downes sailed *Macedonian* to California, becoming the second U. S. Navy skipper to touch our Pacific coast. Then, as commander of *Potomac*, he called at Sumatra in 1832 to bring to justice the murderers of a Salem clipper's crew—and proceeded to make *Potomac* the second American warship to girdle the globe.

THOMAS MACDONOUGH (1783-1825) had seen three years' service when he headed for Tripoli in 1803 on board the ill-fated *Philadelphia*. At Gibraltar, however, he was put in charge of a captured frigate, thereby missing the imprisonment which befell his shipmates. Then, serving under Stephen Decatur, he took part in the destruction of *Philadelphia* and the attacks on Tripolitan gunboats. Macdonough resigned his commission in 1808, but returned to duty early in the War of 1812. Charged with building a small fleet on Lake Champlain into a force strong enough to hold the British in check, Macdonough soon earned himself the title "Hero of Lake Champlain." With 14 vessels mounting 86 guns he defeated a force of 16 vessels mounting 95 guns, the battle taking place near Plattsburg and constituting one of the significant naval battles in early U. S. history.

JOHN PERCIVAL (1779-1862) was appointed a master's mate in 1799, a midshipman in 1800, and discharged under the peace establishment act of 1801. He then

entered the merchant service, only to be impressed by the British and sent aboard *HBMS Victory*, which was soon captured by a Spanish vessel. Percival was put in command of the prize and ordered to Madeira. There he and other impressed American seamen managed to escape to *uss George Washington* and return home. Percival distinguished himself on 4 Jul 1813 in a borrowed fishing smack. Manning her with 36 volunteers, well-armed and well-concealed, he loaded the deck with produce and headed for *Eagle*, the tender for *Poictiers*, a 74-gun Britisher. At a given signal the 33 concealed crewmen rose from hiding and commenced firing. *Eagle's* men were so taken by surprise that they took refuge below decks, not even waiting to haul down their colors. Percival then proceeded to New York with his prize. He again distinguished himself in April 1814, during the action in which *uss Peacock* captured the British "bragging ship" *Epervier*.

JAMES BIDDLE (1783-1848), another of the Navy's midshipmen in 1800, found himself first lieutenant of *Wasp* at the beginning of the War of 1812. He led the boarding party which captured the British *Frolic*, only to lose her and themselves when a British ship-of-the-line appeared. Released in an exchange of prisoners, he assumed command of the sloop *Hornet* and once again tangled with the British. Biddle had just managed to capture *Penguin*, a superior British vessel, when another ship-of-the-line appeared. This time Biddle managed to get away, only to find when he reached a port that peace had been declared. Later, Biddle took formal possession of the Oregon country for the U. S., helping to establish a claim which later became very important.

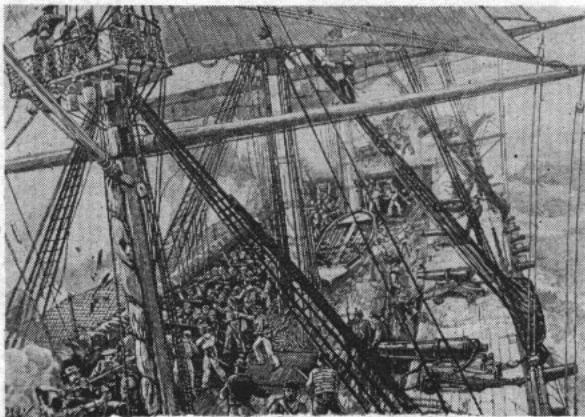
He also spent much time in protecting U. S. shipping in South American waters, where the rights of neutrals were being violated. In 1846 he negotiated the first treaty between the U. S. and China.

SAMUEL C. REID (1783-1861) was a Connecticut Yankee who first went to sea at age 11. He later served as an acting midshipman in *uss Baltimore* of Commodore Truxton's West India Squadron. Reid is credited with one of the most remarkable

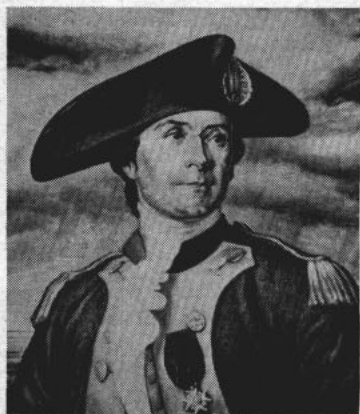
naval battles on record, fought during the War of 1812 while he was in command of *General Armstrong*, a privateer brig of seven guns and 90 men. At Fayal, on 26 and 27 Sep 1814, Reid was attacked by the boats of *Plantagenet*, 74 guns; *Rota*, 44 guns and *Carnation*, 18 guns. Reid succeeded in thoroughly disabling and defeating the enemy, but was forced to scuttle his own vessel to prevent her capture. American casualties in the engagement were two killed, seven wounded; British losses amounted to 120 dead and 130 wounded.

CHARLES STEWART (1778-1869) was an East Indian skipper who received a Navy lieutenant's commission

(Continued on page 37)

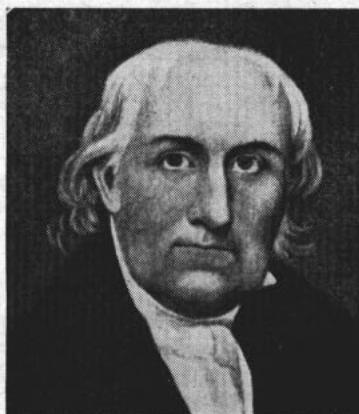


Constitution vs. Levant and Cyane — 1814



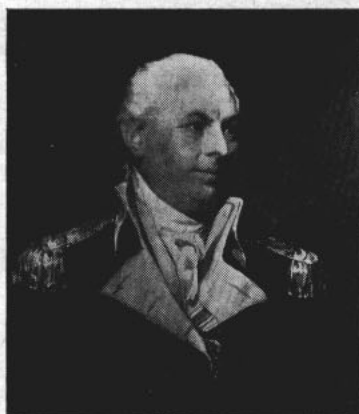
John Paul Jones

In his personal conduct, his bold courage, his skillful tactics and strategy, he set up standards that exist to this day.



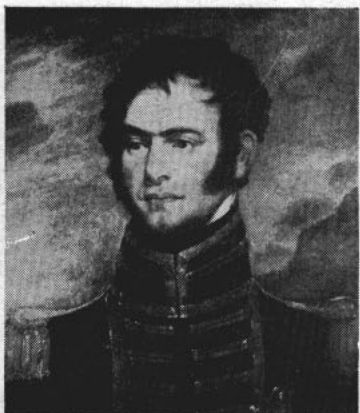
Samuel Tucker

A hard-bitten New England skipper, he was a fine example of the heroic Navy captains of the Revolutionary War.



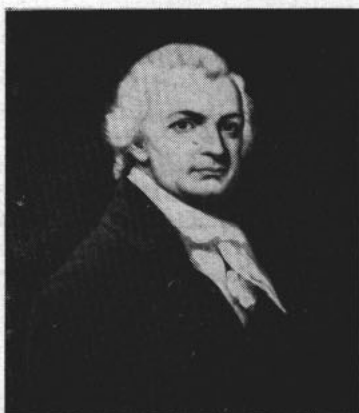
John Barry

One of the first men to be commissioned he was also instrumental in encouraging construction of naval vessels.



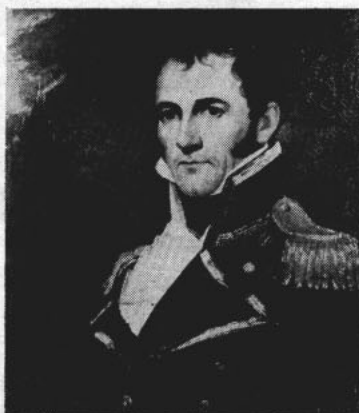
John Rodgers

A merchant skipper, he held vigorous views that were felt in his role as Commissioner and early Secretary of War.



Benjamin Stoddert

As first Secretary of the Navy, he shaped future policy, was instrumental in greatly increasing size of Fleet.



David Porter

First to sail a U.S. man-of-war around Cape Horn, he raided British ships in Pacific, discovered Marquesas Islands.



Edward Preble

Best known for his actions against pirates in Med, he also had experience on rising general.



Isaac Hull

A distinguished commander of the post-Revolutionary period, he did much to establish professional standards.



Jacob Jones

A squadron commander in the Pacific and the Med, he was a strong Commissioner and Naval Asylum governor.



Isaac Chauncey

His actions on Great Lakes in War of 1812 helped the Army take Toronto and Fort George; later was Commissioner.

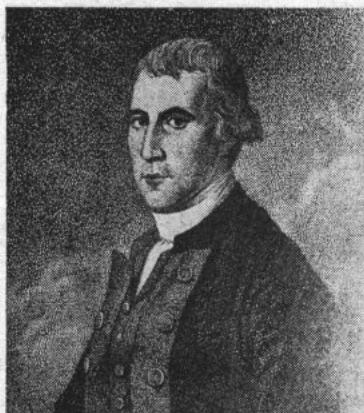


William H. Allen

He provided outstanding enterprise, seamanship, and actions against enemies.

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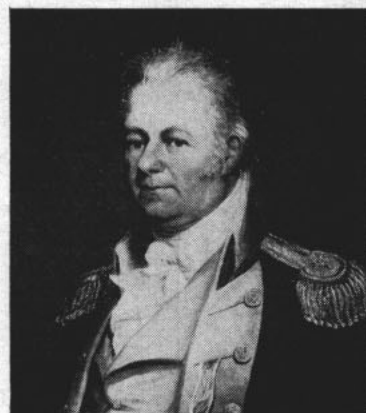
Nicholas Biddle

In his final contest at two-to-one odds, he demonstrated the value of taking a calculated loss to protect the main fleet.



Joshua Barney

Another "Old Navy" captain, veteran of the Revolution and War of 1812, he was tough, shrewd, an expert seaman.



Thomas Truxtun

As skipper of *Constellation*, he showed skill fighting, but his greatest contribution was as a navigator and seaman.



campaign against
also had great influ-
ence of Navymen.



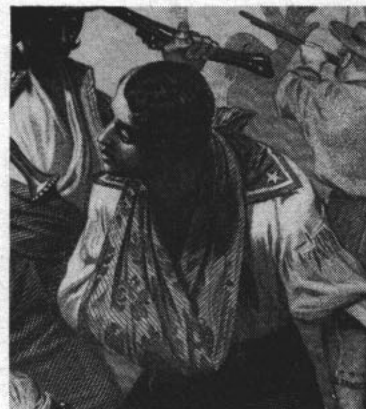
William Bainbridge

Active in War of 1812 and campaign against Tripoli pirates, he had great influence among junior officers of time.



Stephen Decatur

Best known for destruction of *Philadelphia*, he was a brilliant seaman, and early Commissioner of Naval Affairs.



Reuben James

He is frequently referred to as an outstanding example of heroism and sacrifice for the good of shipmates.



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ship and daring in
y in War of 1812.



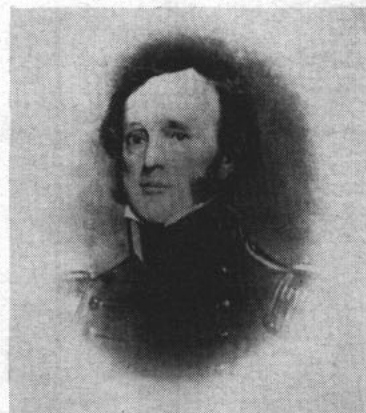
James Lawrence

Another brilliant commander who did so much to establish a tradition for the young Navy in War of 1812.



Oliver Hazard Perry

A brilliant fighter, as he proved in Battle of Lake Erie, he was also one of the Navy's earliest ship builders.



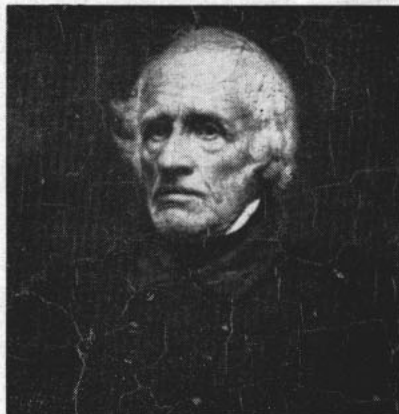
John P. Downes

He exemplifies the loyal junior officer and right hand man whose reliability accounts for success in difficult missions.



Thomas Macdonough

Another ex-Philadelphian, outnumbered and out gunned, he won a historically significant victory on Lake Champlain.



John Percival

He demonstrated that it isn't necessary to hold high rank to achieve honor and distinction in action and organization.



James Biddle

Not only a fighting sea captain, he also found that the needs of the service required him to be an explorer and diplomat.



Matthew Fontaine Maury

His work did much to shape the trend toward the scientific approach to seamanship which was displacing earlier "Old Navy."



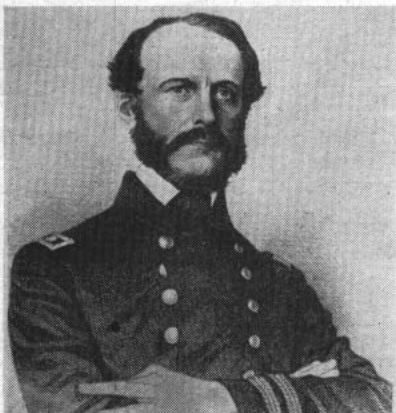
Franklin Buchanan

Another representative of the "New Navy," he made contributions during his long naval career in scholarship and diplomacy.



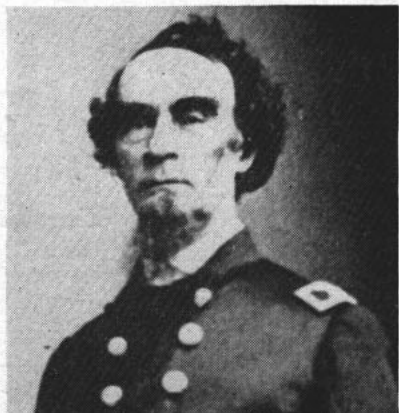
Robert Field Stockton

His influence was felt in his negotiations in Liberia and California, his promotion of a steam Navy legislation to end flogging.



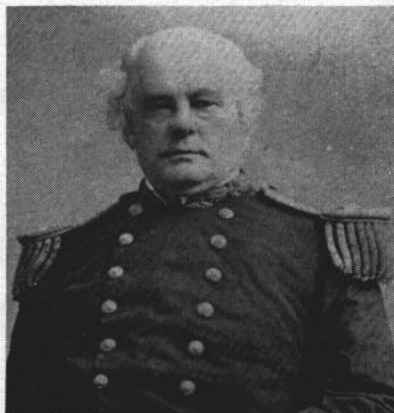
John Adolphus Dahlgren

The "New Navy" began to shape up rapidly as a result of his contributions in the field of ordnance and design.



Henry Walke

A brilliant Civil War officer, he fought in important battles on the Mississippi, and skippered one of the first iron-clads.



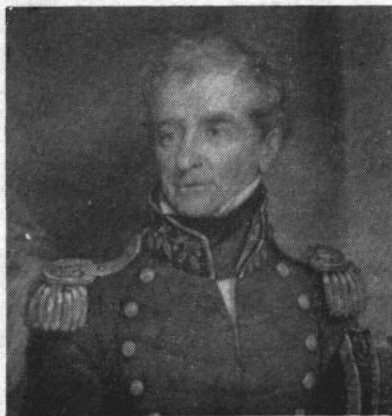
John Rodgers

Representative of the second generation naval leaders, he devoted much of his career to fields of exploration and administration.



Samuel Reid

He is cited as an example of sheer heroism against incredible odds, which, if shrewdly applied, can be made to operate favorably.



Charles Stewart

Serving the Navy from its early days through the Civil War, he devoted three-quarters of a century to the sea service.



Charles Wilkes

A frequently controversial figure, he was nevertheless one of the first outstanding representatives of the new, scientific Navy.



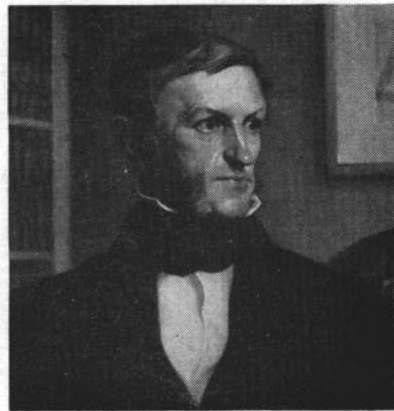
Matthew Perry

Best known for his treaty with Japan, he also pioneered in application of steam power and encouraged naval education.



David Farragut

One of the most famous of U S admirals, he rounded out an amazing career from War of 1812 through Civil War.



George Bancroft

In his position as Secretary of the Navy he was primarily responsible for the establishment and principles of the Naval Academy.



John A. Winslow

As captain of *Kearsarge*, he did much to keep South blockaded, finally found and sank *Alabama* off Cherbourg, France.



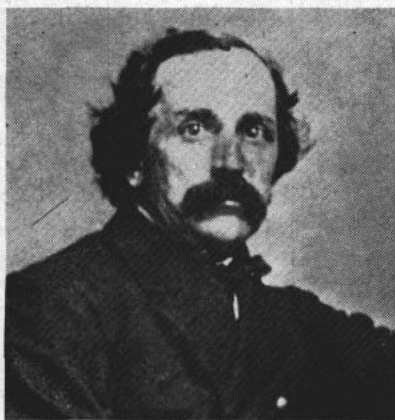
William B. Cushing

A man of action, he performed deeds during Civil War causing him to be personified as the gallant, successful junior officer.



John Gunnel Talbot

His voyage in a small, homemade boat after loss of *Saginaw* in the Pacific, ranks with greatest adventure stories of the sea.



Foxhall Alexander Parker

Another officer successful not only in combat but also as an engineer and tactician, he helped change Navy from sail to steam.



George A. Converse

Influential in introducing electricity aboard ship, he was among those who caused an acceleration of engineering after Civil War.



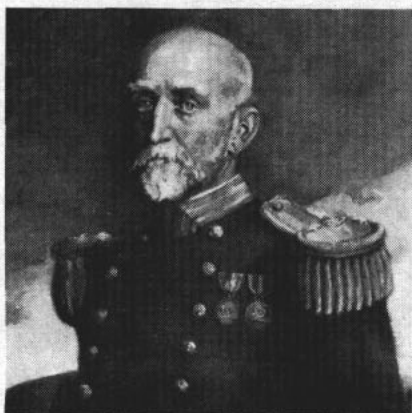
Benjamin F. Isherwood

Another engineer, he pioneered in the production of fast cruisers. A bureau (Steam Engineering) was created to help him work.



George Wallace Melville

As an outstanding engineer, he introduced many innovations and also participated in the crucial Arctic explorations of the period.



Alfred Thayer Mahan

Through his lectures and writing on naval history, he established a new concept of sea power as a decisive factor in warfare.



Stephen Bleecker Luce

Known both as the foremost seaman of the time and as father of the Naval War College, he worked toward an improved Navy.



Robert Edwin Peary

Discovery of North Pole was the climax of years of exploration and important ethnological and meteorological observations.



George Dewey

His capture of Manila was spectacular but even more significant was the planning and foresight which made this victory possible.



William S. Sims

He was primarily responsible for adoption of the convoy system during WW I, and his influence on gunnery was important.

(cont.) in 1798, and proceeded to spend 71 of his 91 years in service. Stewart proved an able commander of everything from the expedition which destroyed *Philadelphia* at Tripoli to the Home Squadron (1842-43) and the Philadelphia Navy Yard. His brilliant command of *Constitution* in 1813-15 (War of 1812), during which he captured the 14-gun *Pictou*, 20-gun *Cyane*, 18-gun *Levant* and other vessels, brought him many honors, including a gold medal, the thanks of Congress and the freedom of the City of New York. Stewart became senior officer of the Navy in 1850, a position which he held until his death.

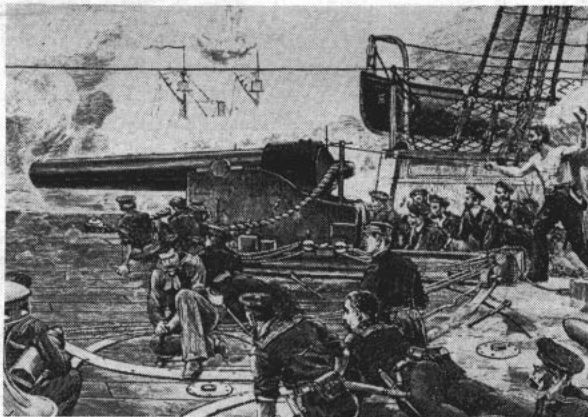
CHARLES WILKES (1798-1877) was serving in the rank of lieutenant when, in 1838, he sailed from Hampton Roads on a round-the-world exploring expedition. His flagship, the sloop-of-war *Vincennes*, thus became the first U. S. naval vessel to circle the globe, and Wilkes the first U. S. Navy skipper to do so. He began his naval career on 1 Jan 1818 as a midshipman. He was commissioned a lieutenant in 1826, following tours of duty in Mediterranean and Pacific waters. Because of his scientific turn of mind, Wilkes served from 1830 to 1838 as chief of the Bureau of Charts and Instruments, forerunner of the Hydrographic Office and Naval Observatory. On the above-mentioned tour of exploration (1838-1842) Wilkes supervised the making of surveys of 280 islands, of 1500 miles of mostly unexplored Antarctic coast and of 800 miles of U. S. Pacific Northwest coastline. He is credited with having proved Antarctica was a continent, and Wilkes Land commemorates his explorations there.

MATTHEW FONTAINE MAURY (1806-1873), by his work as a hydrographer and oceanographer, helped to shape every other navy in addition to our own. Appointed a midshipman in 1825, he saw varied sea duty until permanently lamed in 1839. In 1842 he succeeded Charles Wilkes as head of the Bureau of Charts and Instruments. His wind and current charts of the Atlantic soon began to appear. By enlisting the cooperation of mariners everywhere he broadened the scope of his valuable charts, cutting the sailing time on many routes and earning the title "Pathfinder of the Seas."

FRANKLIN BUCHANAN (1800-1874) organized the United States Naval Academy and served as its first superintendent (1845-47), some 30 years after he was appointed a midshipman. In 1853, as skipper of Commodore Perry's flagship *Susquehanna*, Buchanan participated in the opening of Japan to world trade, being also credited as the first officer of that expedition to step on Japanese soil. With the outbreak of the Civil War, he resigned his commission to enter Confederate service.

ROBERT F. STOCKTON (1795-1866) left the College of New

Jersey (now Princeton University) to enter the U. S. Navy at 16 and served in the War of 1812 and the campaigns against the Barbary pirates. He negotiated in 1821, on behalf of the American Colonization Society, a territorial concession on the west coast of Africa—the beginning of the present-day republic of Liberia. Before he left the Navy in 1850 as a commodore, Stockton had also spent some six months in 1845 during the fighting in California and helped to establish a provisional government. An early advocate of a steam Navy, he also designed and superintended building of steam frigate *Princeton*.



Civil War sailors in battle — 1864

MATTHEW C. PERRY (1794-1858), appointed a midshipman in 1809, first saw service under his brother Oliver Hazard Perry in *Revenge*. Although Perry is best known for his Japanese expedition and much of his career was on the "quiet" side, he also pioneered in the application of steam power to warships and encouraged all types of naval education. He was ordered to the East India squadron in March 1842 and charged

with the delicate task of penetrating isolationist Japan. Much careful preparation went into the expedition before Perry anchored his four-ship squadron (including the powerful steam frigates *Mississippi* and *Susquehanna*) in lower Tokyo Bay on 8 Jul 1853. On 14 July he presented his papers, including a letter from President Millard Fillmore requesting protection for shipwrecked seamen (heretofore treated badly), the right to buy coal, and the opening of one or more ports to trade. Perry then retired to the China coast, returning with an increased fleet in February 1854. Commodore Perry's show of pomp (at which he was expert) and power obviously impressed the Japanese rulers—and a treaty was concluded on 31 Mar 1854.

DAVID G. FARRAGUT (1801-1870) has been called "the most famous admiral America has produced." Joining midshipman ranks in 1810 (at the age of 10) he first served under David Porter in the frigate *Essex*. He commanded his first vessel in Porter's "Mosquito Fleet," operating against Gulf and Caribbean pirates (1823-24). During the Mexican War he held minor blockade commands. Then he established the Mare Island Naval Yard in 1854 and was commandant there until 1858. Farragut's record as an ingenious commander during the Civil War brought him fame. By way of thanks for his service in the South, Congress created the ranks of vice admiral (1864) and admiral (1866).

GEORGE BANCROFT (1800-1891), primarily a scholar and historian, was appointed Secretary of the Navy by President Polk in 1845. His tenure as SecNav was marked by establishment of the Naval Academy, an institution devised and organized on his sole initiative (by an ingenious straining of executive authority).

JOHN A. DAHLGREN (1809-1870) is best known for his

work in ordnance, having built the first Navy Ordnance laboratory, perfected the famous Dahlgren heavy guns (9"s & 11"s), introduced howitzers for use afloat and ashore and served twice as the Chief of the Bureau of Ordnance. He also wrote several books dealing with ordnance.

HENRY WALKER (1808-1896) is another Civil War stalwart who received his early training in the Mexican War, after a midshipman's appointment in 1827. In wisely removing the Pensacola, Fla., garrison to New York early in 1861, Walke was guilty of a technical violation of orders; however, the court-martial sentence of admonishment was lightly carried out, and his subsequent service on the Mississippi River was outstanding. His gunboats supported U. S. Grant in that general's first Civil War Battle at Belmont, Mo., in November 1861. As commander of *Carondelet* Walke also played an important part in the victories at Forts Henry and Donelson, Island No. 10, Fort Pillow and Memphis. Promoted to captain in July 1862, he commanded the ironclad ram *Lafayette* in the Vicksburg campaign, and later commanded *Sacramento* in a search for the Confederate cruiser *Alabama* in the Atlantic. He became a commodore in 1866 and was retired a RADM in 1871.

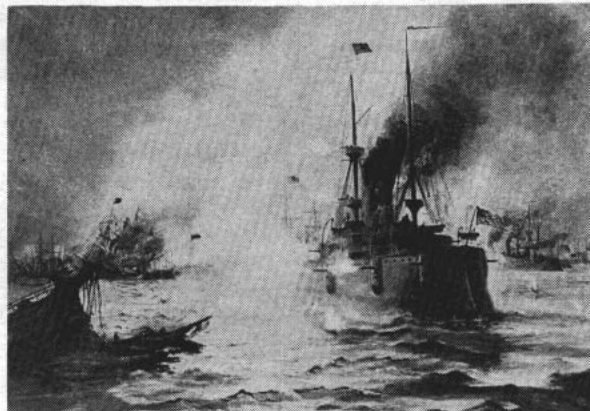
JOHN RODGERS (1812-1882) is a son of the John Rodgers listed above, but his naval service is somewhat more varied. He conducted exploring expeditions in the north Pacific and off the coast of China from 1852 until 1855, making valuable surveys and charts. In 1855, he commanded *Vincennes* on an expedition to the Arctic. During the Civil War he served on the Atlantic coast, commanding *Galena* in the bombardment of Fort Darling (1862) and the monitor *Weehawken* in the capture of the ironclad *Atlantic*. Following service in South American waters, Rodgers took command of the Asiatic Fleet and was in command during the trouble with Korean forts. Later he assumed charge of the Mare Island Naval Shipyard and was superintendent of the U. S. Naval Observatory from 1877 until 1882.

JOHN A. WINSLOW (1811-1873) was appointed a midshipman in 1827, served throughout the Mexican War, and had reached the rank of commander by 1856. In the Civil War he served first with the flotilla operating on the upper Mississippi River. As a captain Winslow skippered *Kearsarge* (1863-64) in pursuit of Confederate cruisers in European waters. He spotted the celebrated *Alabama*, Raphael Semmes commanding, at Cherbourg, France, on 14 Jun 1864. Just five days later *Kearsarge* sank *Alabama* in a unique naval engagement. Winslow commanded the Gulf Squadron immediately after the war, received his promotion to rear admiral and was appointed commander of the Pacific Squadron.

WILLIAM B. CUSHING (1842-1874) entered the Naval Academy in September 1857, resigned in March 1861, and immediately joined the Navy as an acting master's mate. His subsequent service during the Civil War was a succession of daredevil exploits, cleverly planned, admirably executed and invariably successful. Following the war he served at home and abroad, but requested detachment from the service in the spring of 1874. He died in a government hospital months later.

JOHN G. TALBOT (1844-1870) was serving in *uss Saginaw* when she was wrecked on Ocean Island during a surveying expedition in 1870. He, with four other men, volunteered to go for help to Honolulu, the nearest port, 1200 miles away. They started on 18 Nov 1870 in an open boat of their own construction, finally reaching Kauai, T. H., on 19 December, after great privation and suffering. Exhausted and unable to battle the surf to safety, Lieutenant Talbot and three of the men drowned. A tablet in the Naval Academy chapel commemorates his heroism.

FOXHALL A. PARKER (1821-1879) was appointed to a midshipman's billet in March 1839 and held a variety of posts before the Civil War. He served in the West India squadron in Florida against the Indians, on the Great Lakes, a coastal survey expedition and in the Mediterranean squadron. His Civil War service ranged from the Washington Navy Yard and leading a troop of soldiers and Marines to the relief of besieged Matthews Court House (Va.) to commanding a naval battery in the bombardment of Fort Sumter (S. C.). Commissioned a captain immediately after the war, Parker in 1872 drew up a code of signals for steam tactics, writing textbooks on fleet and squadron tactics under steam, and on use of the naval howitzer afloat and ashore. He was also one of the founders of the U. S. Naval Institute, organized on 9 Oct 1873.



Battle of Manila — 1898

GEORGE A. CONVERSE (1844-1909) was one of the first officers connected with the introduction of electricity aboard men-of-war. He was probably the pioneer in the experimentation and introduction of smokeless powder in the Navy; was instrumental in obtaining the first torpedo boat, called *Lightning*, (built for the Navy in 1876); was Chief of Bureaus of Equipment, Ordnance and Navigation in turn. Was well known as a naval expert on ordnance, especially in regard to torpedoes.

BENJAMIN F. ISHERWOOD (1822-1915) was appointed a first assistant engineer in 1844; served during the Mexican War in *uss Princeton*, and was chief engineer of the steam frigate *San Jacinto*. At the outbreak of the Civil War he was appointed engineer in chief of the Navy, and so important were his services considered that the Bureau of Steam Engineering was created for

him. In the production of fast cruisers he was a pioneer, producing this class against most violent opposition. After completion of a tour of duty as chief engineer of the Mare Island Navy Yard he was sent abroad on a commission to examine the dockyards and vessels of western Europe. Upon his return he became president of the experimental board under the Bureau of Steam Engineering.

GEORGE W. MELVILLE (1841-1912) served during the Civil War as an engineer, after entering the Navy in 1861. As chief engineer of *Jeannette* on the 1879 expedition of George W. DeLong to the Arctic, Melville not only distinguished himself, but commanded the only small boat to reach safety after disaster overtook *Jeannette*. He later led the expedition which recovered the records of the earlier expedition. Melville was also chief engineer in Winfield S. Schley's expedition (1884) which rescued A. W. Greely from the Arctic. Appointed the Navy's Chief of Engineers in 1887, he played an important part in modernization of the Navy, being credited with introduction of the triple screw, vertical engines and other innovations. From 1899 until his retirement in 1903 he held the rank of rear admiral.

ALFRED T. MAHAN (1840-1914) was more of a bookman than a quarterdeck admiral. Following his graduation from the Naval Academy in 1859, Mahan saw sea duty on the Brazil station until the Civil War began. In addition to his war duties he continued his studies of the role of the Navy in warfare, and had a tour of duty teaching seamanship to midshipmen at their temporary location in Newport. After the war Mahan served in various assignments with the Fleet until he was invited to teach at the Naval War College in 1885. Out of his lectures on naval history and tactics grew his books on sea power and its influence. Mahan, who was twice president of the War College (1886-89, 1892-93), considered sea power the decisive factor in warfare. He saw naval questions not in the narrow view of technical study of naval campaigns but rather in broader sweep of the interlocking activity of international politics and naval policy, with some emphasis on ocean commerce and its economic implications. His books were widely hailed and exerted considerable influence on the thought of military and naval leaders both in this country and abroad.

STEPHEN B. LUCE (1827-1917), appointed midshipman in 1841, became known both as the foremost seaman of his time and as father of the Naval War College. During the Civil War he headed the Naval Academy's department of seamanship and served on blockade duty off the South Carolina coast. Then he became commandant of midshipmen at Annapolis. Largely owing to his efforts the Naval War College, for advanced

courses of professional study, was established at Newport in 1884, and he became its first superintendent. Throughout his life Admiral Luce worked toward an improved naval organization.

ROBERT E. PEARY (1856-1920), entered the U. S. Navy in 1881 as a civil engineer and for several years was engaged in making surveys for the Nicaragua Canal. Becoming interested in Arctic exploration, he made trips to the interior of Greenland in 1886 and in 1891-92, exploring Peary Land and recording important ethnological and meteorological observations. New expeditions continued the work in 1893-95, 1896 and 1897. He then led two unsuccessful attempts to reach the North Pole (1898-1902, 1905-06). With courage and will undaunted by disappointment and by harsh arctic experiences he set out again in 1908 and reached the Pole on 6 Apr 1909. Peary remained in the Navy until 1911, when he was retired as a rear admiral.



Peary exploring Arctic

GEORGE DEWEY (1837-1917) saw active service in the Civil War and rose in the Navy in service and rank, becoming Chief of the Bureau of Equipment in 1889, president of the Board of Inspection and Survey in 1895 and commodore in 1896. Dewey was appointed to command the Asiatic Squadron in 1897. He promptly took the Fleet from Nagasaki to Hong Kong, where it was put in order for war. When the Spanish-American War actually broke out, he was ready. Dewey sailed to

Manila, entered the harbor after midnight on 1 May 1898, and engaged the Spanish fleet at dawn. By noon he had Manila at his mercy, but he waited for reinforcements. When Wesley Merritt arrived with Army forces, the two commanders cooperated in capturing Manila. Dewey was promoted to Admiral of the Navy in 1899. He was feted on his return to the United States with almost hysterical enthusiasm and was briefly boomed for President.

WILLIAM S. SIMS (1858-1936) was born in Canada, but graduated from the Naval Academy in 1880. He saw service in the 19th and 20th centuries. Promoted through the various grades Sims saw service on the North Atlantic, Pacific and China Stations, as naval attache to the embassies at Paris and St. Petersburg and as naval aide to the President (1907-09). His greatest measure of fame came during World War I, while he was serving as liaison officer between the Navy Department and the British Admiralty. He was a strong advocate of the convoy system for shipping. Eventually adopted, this system immediately effected a sharp drop in losses to enemy submarines, and marked a great turning point in the war. To Sims is also due a great share of the credit for the excellent state of U. S. naval gunnery during the war.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



USS IMPERVIOUS (MSO 449), one of five new non-magnetic sweepers of Mine Division 92, leaves harbor at Long Beach setting her course for Japan.

From Fleet to Prep

More than 300 enlisted men from throughout the Fleet are now at the Naval Training Center, Bainbridge, Md., for the winter session of the Naval Preparatory School.

The arrivals came to the Center from three sources: Fleet competitive examinations; men in the armed forces with Congressional appointments; and men in the services who are sons of Regular officers and who have applied for presidential appointments.

Academic classes include geometry, physics, algebra, U. S. history, and English. In addition to the academic program, the Naval Preparatory School offers an intensive sports program including both intramural and inter-collegiate competition.

Students who complete the program will take the Naval Academy entrance examination in March. Success there will start them through

the four-year course at the U. S. Naval Academy and an eventual commission in the Regular Navy.

Liberty South of the Border

Four days in tropical splendor—this was the fate in store for crew members of the escort vessel *uss George* (DE 697) as they recently left San Diego for Mazatlan, Mexico, on a good-will visit.

Upon arrival, half of the ship's crew were immediately granted liberty and streamed into taxis waiting to take them to the sea-side resort where reservations had been made.

Sight-seeing trips were made daily, as well as taxi tours, shopping, and fishing. The shutter-bugs took advantage of the visit by taking pictures of many sights.

Open house was held aboard the ship and about 500 of Mazatlan's citizens came aboard for a look at one of Uncle Sam's men-of-war.

News of Navy Ships

Navy ships frequently make headlines, but with *uss Forrestal* (CVA 59) smartly commissioned in Norfolk and *Saratoga* (CVA 60) christened in Brooklyn, a period of relative calm seems to have settled over the Fleet.

uss Bon Homme Richard (CVA 31) has been recommissioned after 30 months under blow torches and yard workers' hammers at San Francisco Naval Shipyard. Powerful steam catapults, angled deck and "hurricane bow" give "Bonnie Dick" the latest carrier silhouette.

Another new look will be found in *uss Calcaterra* (DER 390) and *uss Rhodes* (DER 384), both of which have rejoined the Fleet after a stretch in the Norfolk naval shipyard at Portsmouth, Va. Most noticeable of the changes is a greatly increased superstructure area, designed to accommodate expanded living quarters and to improve habitability. Almost the entire superstructure was rebuilt, with the first level above the main deck being widened 10 feet on each side to join the raised hull. Crews' quarters and messing spaces (with the latest in habitability, naturally) were moved into the expanded portion of the superstructure. Light-weight aluminum plating was used extensively in the superstructure alterations. *Calcaterra* and *Rhodes*, like other recently-converted DERs, will perform patrol tasks similar to ocean station radar ships (YAGRs).

uss Sperry (AS 12) has returned to San Diego following a two-month overhaul period at Pearl Harbor. The 529-foot submarine tender was the first naval vessel launched after Japan's attack on Pearl Harbor. She operated as a mobile repair and supply base for PacFlt submarines in Australia, New Caledonia, the Marshall, Mariana and Hawaiian Islands.

A new *uss Sailfish* (SSR 572), named after one of World War II's most famous undersea fighters, has been launched at Portsmouth Naval Shipyard. She is the first submarine built specifically for radar picket duties, although older fleet types have

YESTERDAY'S NAVY



On 10 Dec 1898 the Treaty of Paris was signed ending the Spanish-American War and as a result Spain ceded the Philippines and Puerto Rico to U. S. On 28 Dec 1862 the U. S. vessels *Benton*, *Baron De Kalb*, *Louisville*, *Queen of the West*, *Cincinnati*, *Lexington*, *Tyler*, *Marmora* and *Forest Rose* pretended to attack Drumgould's Bluff on the Yazoo River—this sham attack temporarily diverted the Confederates' attention from General Sherman's movements. On 15 Dec 1944, U. S. amphibious forces landed on Mindoro Island in the Philippines—150 miles from the city of Manila.

been converted for such duties. The new 1940-ton, 350-foot craft will be equipped with the most modern radar and electronic gear available and will feature many design improvements. Her keel was laid in December 1953; her commissioning is expected some time in 1956. The original *Sailfish*, incidentally, was known as "the fightin'est sub," having to her credit 20 enemy vessels damaged or sunk during 12 war patrols. The score included two aircraft carriers and four destroyers.

In the line of new construction, the Secretary of the Navy has announced assignment of contracts for the following vessels; four atomic submarines, two attack submarines, one guided missile submarine and four frigates. At the same time 26 vessels have been selected for conversion. These include six attack carriers, one heavy cruiser, one guided missile light cruiser, one guided missile destroyer, one sea-plane tender, twelve radar picket escort vessels and conversion of four Liberty ship hulls to radar pickets.

World Record for Skyhawk

The Navy's newest and lightest jet attack airplane, the A4D *Skyhawk*, has set a new speed record for the 500 kilometer closed circuit course.

The new carrier-based attack plane posted an average of 695.163 mph over the closed circular course at Edwards AFB, Calif.

The *Skyhawk* is the first aircraft of the attack type to set a world's speed record over the 500-kilometer course. All previous records have been established with the use of fighter aircraft. The A4D is a single-place, low-wing, carrier-based attack aircraft of aluminum-alloy construction, designed to operate from all



RECORD BREAKER, LT G. Gray, USN, smiles happily after his A4D *Skyhawk* set record with speed of over 695 mph.

sizes of carriers and from short landing fields. It is so compact and simplified that it was designed without the customary folding wings for operation from carriers. The plane is powered by a J-65 turbojet engine.

In making the record run, the Navy jet eclipsed the old record by more than 45 mph. The previous best mark for the measured course was 649.46 mph, established by an F-86H *Sabre Jet* in September 1954, at Dayton, Ohio.

The *Skyhawk's* mark represents the third official world speed record established by Navy carrier-based airplanes. The Navy's bat-winged *Skyray*, supersonic fighter-interceptor, still holds the three-kilometer standard of 752.9 mph set in 1953, and the 100-kilometer closed course record of 728.11 mph also established in 1953.

How to Talk an Admiral Down

Another landing? Another take-off? Both are old news under ordinary circumstances, but NAS Patuxent has come up with a pair worth shouting about: (1) the first air-

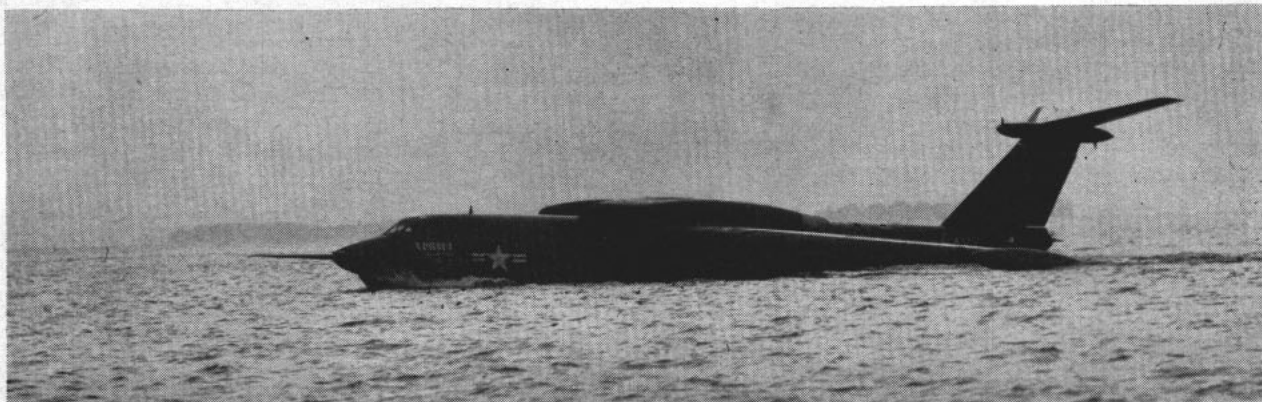
craft launching from the air test center's experimental XC-7 steam catapult, and (2) a landing which put the station in third place nationally with a total of 60,000 GCA landings and in first place with 6027 instrument (IFR) landings. (GCA stands for "ground controlled approach," a radar-controlled landing operation designed for stormy weather. IFR stands for "instrument flight rules" landings.)

Both record setters were accomplished within a single hour, and RADM Clifford N. Duerfeldt, USN, commander of the Naval Air Test Center, took part in both. He piloted the Navy SNB for the landing, and acted as co-pilot of the catapult-launched YS2F-1 anti-submarine "sub killer." For the landing, Patuxent's GCA truck tracked the star-bearing SNB on a radar scope and "talked the admiral down" on the last leg of his approach.

The experimental catapult used in the launching was developed from a British original and operates on a relatively simple principle. Essentially it consists of two parallel slotted cylinders, each containing a piston.

A solid crosspiece connects the pistons, while the launching hook which holds the aircraft towing bridle is attached at midpoint of the crosspiece and extends up through a slot in the flight deck (or, in this case, the runway).

Installed more than a year ago, the "cat" has been undergoing tests to calibrate its end speed with various dead load weights (up to 45,000 pounds). With the historic launching of the YS2F-1, the catapult came of age, but testing will continue for evaluating modifications and additions to the steam-powered launching device.



RESEMBLING A STRANGE FISH, Navy's giant P6M *Seamaster* rests in morning haze on Chesapeake Bay.



NAVY'S NUMBER GIRL has the job of identifying your documents for BAQ file with service number.

Lucille Wants Your Number

She wants your number—service number, that is. Any time you send a marriage certificate, birth certificate, or other documents to Family Allowance Activity, Bureau of Naval Personnel, Cleveland, Ohio, it makes Miss Lucille Samuel unhappy if your full name and service number are not attached. She's the gal who is responsible for identifying the documents to be combined with your BAQ file. She can't do a bang-up job without your help.

Remember—name and service number!

Floating Weather Stations

One phase of a Navy long range program aimed at developing completely automatic, unmanned weather stations in inaccessible areas of the world was begun recently when three experimental weather buoys were set adrift in the hurricane lanes north of Puerto Rico.

The free-floating automatic meteorological stations were dropped overboard from USS *Roanoke* (CL-145) to see if they would provide advance hurricane warnings. The buoys received their christening as hurricane "Janet" swept through the area.

Almost immediately following the launching of the floating stations, weather reconnaissance fixes on "Janet" showed her centered within

60 miles of one of the buoys. Although the wind-speed indicator was damaged by the pounding waves, the radio transmitter in the buoy kept on sending other pertinent information as the hurricane approached.

The floating weather station sends out weather information in the form of coded radio pulses. Radio direction finding "fixes" place the location of the station in the ocean.

In their present stage of development, these floating weather stations are in the form of cylinders, 16 inches in diameter, 14 feet tall, and weigh 370 pounds. A glass fiber housing for the cylinder also serves as a shipping container. This housing is weighted at one end; when the buoy is launched at sea, the housing drops, leaving an anemometer and the upper structure of the buoy exposed. A fin on this upper structure keeps the buoy pointed into the wind.

The floating weather stations transmit on an assigned radio frequency of 4717.5 kilocycles, according to a pre-set two-hour schedule. At the time set for the start of a transmission, the station comes on the air for three minutes and transmits in sequence a series of weather observations, including reference and identification signals, in the form of coded radio pulses. By timing these pulses and evaluating them with a calibration chart, the actual weather data is obtained.

Refueling Fighters in Flight

All new Navy fighters now in production are being fitted with gear which enables them to be refueled in flight. An undisclosed number of carrier squadrons are already fully equipped with the gear.

The technique gives carrier-based aircraft greatly extended striking range, and the ability to carry a heavier armament load a longer distance. Through its use, jets can be launched with a maximum bomb and armament altitude. By adding fuel in flight to a fighter outbound near the limit of its range, and then rendezvousing with it inbound for another "filling," a fighter's range can be more than doubled.

Jet aircraft of the Navy which are now being equipped to receive fuel in flight include the F9F *Cougar*, the F7U *Cutlass*, F-11F *Tiger*, F2H *Banshee*, and the FJ *Fury*.

Refueling is done by AJ bombers,

heaviest carrier-based aircraft to date, which are converted to tanker configuration by installing tanks and refueling equipment in the bomb bay instead of bombs.

Establishment of in-flight refueling by the Navy as a routine, operational procedure comes after years of perfection and development of refueling techniques.

The technique is fully automatic, which lends itself particularly well to carrier operations. To accomplish fuel transfer the tanker trails a hose at the end of which is an automatic coupling. Around the coupling is a funnel-shaped drogue approximately 30 inches in diameter. The plane to be refueled is equipped with a probe which is flown into the drogue after which contact is made automatically.

Fuel is transferred at a high rate permitting the entire refueling operation to be completed in minutes.

IT'S A DOG'S LIFE—Navy dog experts, ENS David E. Baker, USN, and ENS John Tuck, USN, finish a dry run while training sled dogs at Wonalancet, N.H., for operation Deepfreeze. With two Air Force SGTs they will be in charge of the task force's dog detail. Dogs will wear special shoes to keep ice from cutting feet and will be air-dropped to explorers in hazardous spots where ship or air rescue is impossible. A total of 30 sled dogs will make the trip.



Visit to Ecuador

The first United States Navy ships to visit Guayaquil, Ecuador, in five years were *uss Caperton* (DD 650), *Dortch* (DD 670) and *Gatling* (DD 671). They represented the United States in Guayaquil Annual Independence Day celebrations.

As the destroyers sailed slowly up the Guayas River to the city of Guayaquil, 30,000 cheering Ecuadorians welcomed the three vessels. *Caperton*, flagship of Commander Destroyer Squadron 30, delivered a 21-gun salute.

U. S. Navymen participated in the colorful military parade down the main streets of the South American city as thousands of people packed the sidewalks to watch the spectacle.

The mayor of Guayaquil, American residents in the city, and various groups invited all hands to beach parties and receptions. In return, orphan parties and general visiting were conducted aboard the ships for the people of Ecuador. Some 4000 people visited the Navy vessels.

NAS Norfolk Has Big O&R Job

NAS Norfolk, long a leader in the Atlantic Fleet's air operations, is on its way to becoming an "industrial" flying center under the Navy's current long-range development program, with the master jet base at Oceana gradually taking over the Fleet air operations formerly handled by the NAS and Chambers Field.

Most of the industrial flying will be testing activities of NAS Norfolk's Overhaul and Repair Section, one of the Navy's major repair facilities. The O&R facility has equipment and personnel to undertake repair jobs on any craft from small propeller driven training planes to the latest jet types.

Present plans also call for patrol and transport squadrons, reserve squadrons and most transient air traffic to continue using the naval air station and Chambers Field.

The Oceana jet base, currently about 60 per cent complete, is already home base for four air groups and is expected to expand its volume about 25 per cent when completed. Oceana, like other master jet bases, is designed to provide home bases ashore for carrier aircraft groups that are relieved from sea duty and sent ashore for refresher training, overhauls and new equipment.

We Can Bearly Wait for the Sequel to This One

While preparing breakfast one morning not long ago the cook on board one of the small craft attached to *uss Lindenwald* (LSD 6) glanced up from his work to stare directly into the big yellow eyes of a polar bear. The friendly creature was poking his head through the galley port-hole, as interested in the smells of frying bacon as the crew.

Reports do not state what the cook had to say or what he did about the situation, nor do they state whether or not the crew had bacon for breakfast that morning. Greater interest was expressed in the exploits of the bear by the crews of both *Lindenwald* and *uss Rushmore* (LSD 14).

For a while the air was filled with most un-Navylike communications. They went something like this:

Rushmore to Lindenwald: DESIRE DAILY POLAR BEAR REPORT AT YOUR EARLIEST CONVENIENCE X

Lindenwald to Rushmore: POLAR BEAR REPORT X HERDED BEAR TO WITHIN FIFTY FEET OF WELL SEVERAL TIMES X BEAR PROVED MORE AGILE THAN LCVP X

Rushmore to Lindenwald: REFER POLAR BEAR X PLEASE KEEP US ADVISED ALL BEAR EPISODES X ODDS QUOTED TEN TO ONE ON BEAR WITH FEW TAKERS X

This interest in polar wildlife had its origin in the visit of the bear to the site of beach unloading operations on the arctic resupply mission SUNEK 1-55 in which *Lindenwald* and *Rushmore* were participating.

Work on the site was progressing normally when the beast strolled into the area. Work stopped while the U. S. Navy staged a strategic withdrawal. The visitor nosed around tents and equipment briefly and then apparently satisfied that no food was available, took his exploring elsewhere.

It was on the following day that the cook incident occurred.

On the third day, a certain amount of cautious rapport was established. The bear was well fed and, having established squatter's rights, wandered at will through the area, causing relatively little confusion among the workers. Nevertheless, a definite air of formality prevailed.

However, the bear insisted on making further advances and let nothing—not even a mile of ice water—stand in his way. With *Lindenwald*



anchored a mile from the beach the following day, the original inhabitant swam out for a call.

The crew, now feeling on equal terms in the safety of their ships, organized a bear-herding party. Two landing boats loaded with Navymen were unsuccessful and it was at that time that it was apparent the situation required command decisions.

CDR P. A. Lilly, Jr., commanding officer of *Lindenwald*, took charge and spent two hours in pursuit of the visitor, attempting to lure him into the ship's well deck.

The party was called off on account of darkness. Besides, the bear had decided that an arctic iceberg was a more comfortable perch than a U. S. Navy vessel, despite all its recent habitability features.

The story is true and *Lindenwald* even has pictures to prove it.



THE BULLETIN BOARD

What Are Your Long Range Chances for the Top PO Ratings?

If you're a striker, what are your long term prospects for advancement to first class or chief? If you're in certain ratings, you may decide the future doesn't look so good. Too many chiefs!

But are you sure? We weren't, so we asked the Career Control Branch to tell us what they thought about the problem. This is what they had to say:

A person trying to decide what rate he wants to strike for may be discouraged at the prospects in the rates which are now crowded. This may be a mistake.

For example, the present number of chief aviation machinist's mates on board represents one-and-one-half times the current planned requirements. To the present or potential AD striker it looks hopeless, for every other AD he sees appears to be a chief or first class. How can you get ahead in a situation like this? It might be easier than it looks. It takes a minimum of about six years to make CPO under the very best conditions, and if you can make chief in 10 years you can consider yourself lucky and smart. If you are a striker today, it seems only reasonable to look forward to the time when you have completed six to 10 years of service instead of basing your plans on the onboard count of personnel today.

While it is not possible to predict with any accuracy what the future holds for the next 10 years, or to determine what size the Navy will be, or how many petty officers will be required in any rate, or what the promotion policies will be at that time—still we must all make some kind of plans.

At present, there are no indications that there will be any material change in personnel strength in the foreseeable future. Using that as a basis for a guess at the situation five and 10 years hence, it is possible to make an estimate of the advancement possibilities that may exist then. Provided there is no radical change in personnel strength, the picture is far



"Are you the chief that's having the working party?"

brighter for the present crowded rates than you might guess. In fact, for the lower grade petty officers and strikers the picture might be classed as very favorable.

Consider the AD striker. He sees ahead of him a 50 per cent excess of ADCs. Although some advancements will be made each year his best chance for advancement to CPO in his rating is through men in the higher pay grades going out on 20 years' service. Since it is reasonable to assume that a large percentage of those completing 20 years' service will go into the Fleet Reserve, this might be the solution. By the end of 1959 a sufficient number of ADCs will have completed 20 years so that type of retirement alone can reduce the number on board to approximately the number required. This does not include attrition from other causes. Going ahead five years from 1959 to the end of 1964 the records show that practically all the ADCs now on active duty will by that time be eligible for transfer to the Fleet Reserve and retainer pay.

What about first class? The situa-

tion isn't so bad as it looks. At present, the number of aviation machinist's mates in pay grade E-6 on board is over current requirements by a small margin. From the viewpoint of the lower rates it looks bad because only four out of every 100 AD1s will complete 20 years' service by the end of 1959. However, more than 80 out of every 100 will complete 20 years by the end of 1964. Most will make chief and will shift to the Fleet Reserve as CPOs.

In short, almost all the present CPOs and most of the first class of the AD rating can retire within 10 years. That will leave a big gap in the Navy's AD rate structure. That isn't the end of the story. The numbers of second and third class now on board are well below requirements. There are only eight second class and seven third class on board for every 10 job requirements for each pay grade. With most of the chiefs and first class rates eligible for retirement by the end of 1964 and with a shortage in second and third class, some of the present AD strikers can make ADC in eight to 10 years. This may not compare favorably with the advancement time during World War II, but the situation is much brighter than it appeared at first glance.

The situation for gunner's mates is much the same. Not considering all other attrition factors, the retirement factor alone can reduce the number of CPOs on board to a number below requirements by 1957. By the end of 1959 enough E-7s will be eligible for retirement to reduce the GMCs on board to 400 below requirements. By the end of 1964 only one in 10 of the present chief gunner's mates will still have less than 20 years' service and more than half of the present GM1s will be able to transfer to the Fleet Reserve and retire. Again, by that time most of the present E-6s will have made chief.

The outlook for second class petty officers is also brighter than it may appear at present. The chart below shows that many chiefs and first class will be completing their 20 years

Pointers on Advancement

Check the following pages on how to take your next examination for advancement, and see how many were advanced in last exams.

during the next three years. Additional promotional opportunities will result from other attrition of personnel during the intervening years.

In February 1955 many rates were

crowded because of excessive numbers of petty officers in the higher pay grades.

Below are the statistics concerning the crowded rates:

Rate	No. now required	No. now on board	Complete 20 years Jan '55-Dec '59	Complete 20 years Jan '60-Dec '64	No. who will not complete 20 years by Dec '64
BMC	3063	3517	1802	1429	285
BM1	3469	4072	400	2850	2822
QMC	1652	1828	620	1035	173
QM1	2227	2069	66	870	1133
TMC	728	868	461	363	44
TM1	947	947	72	603	272
GMC	1632	1873	766	978	129
GM1	2276	2498	134	1549	815
OMC	62	101	50	49	2
OM1	80	80	2	16	62
DKC	359	348	78	208	62
DK1	518	518	3	130	385
CSC	1524	1491	667	642	182
CS1	2720	2997	134	2031	832
LIC	75	67	21	26	20
LI1	130	130	4	51	75
ENC	1941	1975	932	874	169
EN1	3291	3291	140	1454	1697
MEC	673	709	335	318	56
ME1	1104	1149	63	572	514
PMC	22	25	7	14	4
PM1	38	32	0	3	29
MLC	41	53	24	27	2
ML1	48	48	3	14	31
ADC	3478	5290	1511	3465	314
AD1	5325	5612	210	4322	1080
AOC	873	1197	334	791	72
AO1	1309	1309	29	928	352
AMC	1469	1498	594	832	72
AM1	2203	2130	48	1010	1072
PRC	180	160	48	105	7
PR1	331	336	7	226	103
HMC	3222	3294	881	2375	38
HM1	3523	3523	32	1506	1985
DTC	319	315	54	229	32
DT1	479	479	3	151	325
SDC	810	830	411	148	251
SD1	1299	2059	512	1056	491

Of course, the opportunity for advancement in the future is not restricted to the crowded rates.

For example, here are a few open rates that have been selected at random:

Rate	No. now required	No. now on board	Complete 20 years Jan '55-Dec '59	Complete 20 years Jan '60-Dec '64	No. who will not complete 20 years by Dec 1964
ETC	1229	938	109	379	450
ET1	1844	1447	11	204	1232
RDC	600	316	11	153	152
RD1	1636	1192	1	174	1017
RMC	1774	1385	313	750	322
RM1	2661	1965	26	602	1337
YNC	2373	1898	296	1130	472
YN1	3056	3056	24	756	2276
MMC	2971	2493	1101	1310	82
MM1	4052	3671	107	839	2625
FPC	344	412	132	230	50
FP1	818	818	10	243	565

To maintain a continuous and steady flow of personnel into the various ratings, qualified men and women of the lower pay grades must be advanced as attrition reduces the numbers in the higher pay grades.

It is true that there is now a significant excess in the top pay grades of certain ratings. This resulted from pre-World War II influx of personnel. The tabulation above indicates that these excesses may be largely removed in the immediate years ahead through retirement alone. To put it simply, the effect of "retirement" will turn many of the crowded rates into "open" rates in a very few years. The door to most of these rates will be fully open by the end of 10 years.

Even though the present first class petty officers in some ratings have been stagnated for a long period of time, the future looks good. The attrition of present CPOs should insure that most first class can be advanced to CPO before completing their 20 years' service.

Further, the Chief of Naval Personnel intends to see that some advancements are made to all rates each year.

The man to whom the above retirement statistics are of the greatest importance is the man who has just made third class or is now striking for a rate. He may very well be nearing the end of his first enlistment. Without knowing that the next 10 years will see a major portion of the present chiefs and first class leave the Navy, he may not realize that the top pay grades of the crowded rates are really not closed at all in his case. Believing that it is impossible for him to get ahead, he may have made up his mind to leave the Navy at the expiration of his enlistment. Statistics indicate that this point of view is wrong because the next 10 years can give most Navymen plenty of opportunity to earn advancement in rating at a speed which far exceeds that of the present.

To lend emphasis to the points made above, you will find on the following pages a table which shows the number of men, by rating, who took the August examination for advancement, the number who passed, and the number who were advanced. In the January issue you will find a table which contains an estimate, by ratings, of advancements to be made as a result of the February exams.

These POs Stepped Up the Ladder in August Exams—Read Why

AS A RESULT of the August examinations, more than 70,000 petty officers in pay grades E-4, E-5 and E-6 were advanced in November. This number includes 8954 advanced to pay grade E-6, 22,776 to E-5 and 38,499 to E-4.

Although these figures may be impressive, they have little meaning unless you know what yardstick was used to determine how many were advanced in your particular rate.

Here's some background information on just what these figures mean to your career, no matter in which pay grade you are at present.

In the first place, the number of men advanced is generally a reflection of the needs of the service for petty officers in that rating. However, in some rates, advancements were made above service needs to insure that everyone would have an

opportunity, even though limited, to advance.

Quotas for advancements in certain rates were adopted only because of the number of petty officers already in that specific rate, rather than because of the over-all number of petty officers in the Navy. For the same reason, it was unnecessary to make advancements by increments.

Here's a summary of the basis by which the number of men who were advanced was determined:

• Advancement to Pay Grade E-6—

All who passed in 48 rates were advanced; sizeable proportions of those passing in the following ratings were also advanced: damage controlman (89%), engineman (86%), aviation ordnanceman (81%), hospital corpsman (81%), parachute rigger (76%), ship's serviceman (66%), metalsmith

(35%), gunner's mate (21%), aviation machinist's mate (15%); there were 10% token advancements in the following four ratings: boatswain's mate, machine accountant, commissaryman and steward.

• Advancement to Pay Grade E-5—

All who passed in 58 rates were advanced; sizeable proportions of those passing in the following ratings were advanced: lithographer (48%), and boatswain's mate (25%); a token of 10% advancement for steward.

• Advancement to Pay Grade E-4—

All who passed in 59 rates; 25% of those passing for boatswain's mate and a token 10% for steward.

With these percentages as background, it was determined that in each rate the number of personnel listed in the following table could be advanced.

Advanced To Pay Grade E-6

Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
QM	460	158	158
RD	524	253	253
SO	330	186	186
BM	3297	1435	143
TM	451	172	172
GM	1399	593	125
GS	17	8	8
FT	479	211	211
MN	58	22	22
ET	654	254	254
IM	35	16	16
OM	29	13	13
TE	426	176	176
RM	571	185	185
CT	239	119	119
YN	1465	378	378
PN	375	116	116
MA	124	56	6
SK	873	247	247
DK	254	93	93
CS	2161	1016	102
SH	664	304	201
JO	39	13	13
LI	68	28	28
DM	38	16	16
MU	71	27	27
MM	1306	578	578
EN	1679	831	718
MR	287	132	132
BT	741	361	361
EM	1140	506	506
IC	229	94	94
ME	683	302	107
FP	355	148	148
DC	430	150	133
PM	17	7	7
ML	29	13	13
SV	10	4	4
CE	71	29	29

Advanced To Pay Grade E-5

Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
QM	851	349	349
RD	1067	548	548
SO	537	272	272
BM	3104	1706	427
TM	345	156	156
GM	1366	916	916
GS	17	9	9
FT	844	432	432
MN	146	73	73
ET	1149	530	530
IM	55	26	26
OM	49	22	22
TE	843	491	491
RM	1204	621	621
CT	498	266	266
YN	2341	1061	1061
PN	837	405	405
MA	95	40	40
SK	1409	663	663
DK	337	147	147
CS	1605	899	889
SH	1066	583	583
JO	67	33	33
LI	136	81	39
DM	77	36	36
MU	135	70	70
MM	2315	1528	1528
EN	1831	1079	1079
MR	416	182	182
BT	1583	867	867
EM	1899	941	941
IC	528	264	264
ME	737	361	361
FP	530	404	404
DC	690	377	377
PM	36	17	17
ML	46	22	22
SV	48	25	25
CE	107	54	54

Advanced To Pay Grade E-4

Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
QM	1348	751	751
RD	1520	1219	1219
SO	851	691	691
BM	6405	3759	940
TM	350	266	266
GM	2004	1725	1725
GS	45	36	36
FT	1420	1053	1053
MN	182	149	149
ET	1346	1138	1138
IM	40	30	30
OM	30	23	23
TE	928	694	694
RM	2078	1263	1263
CT	829	635	635
YN	3055	1817	1817
PN	1071	766	766
MA	102	87	87
SK	2106	958	958
DK	461	309	309
CS	1787	1578	1578
SH	1319	1009	1009
JO	98	71	71
LI	124	102	102
DM	117	94	94
MU	121	96	96
MM	2482	2005	2005
EN	2032	1746	1746
MR	428	337	337
BT	1872	1571	1571
EM	2089	1728	1728
IC	703	588	588
ME	562	493	493
FP	800	653	653
DC	597	511	511
PM	24	17	17
ML	26	19	19
SV	47	35	35
CE	168	145	145

Advanced To Pay Grade E-6

Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
CD	238	96	96
CM	135	55	55
BU	166	70	70
SW	72	29	29
UT	58	21	21
AD	2084	946	139
AT	798	228	228
AO	601	290	236
AQ	34	14	14
GF	54	23	23
AC	170	74	74
AB	208	94	94
AE	410	160	160
AM	964	475	475
PR	142	63	48
AG	181	78	78
TD	136	54	54
AK	289	106	106
PH	190	76	76
HM	1824	789	642
DT	148	62	62
SD	1607	764	76
TOTAL	32,597	13,817	8,954

Advanced To Pay Grade E-5

Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
CD	464	245	245
CM	201	106	106
BU	297	153	153
SW	95	42	42
UT	81	39	39
AD	2636	1470	1470
AT	1870	809	809
AO	750	436	436
AQ	22	11	11
GF	18	9	9
AC	195	120	120
AB	432	304	304
AE	730	328	328
AM	1288	805	805
PR	107	54	54
AG	282	141	141
TD	329	159	159
AK	548	237	237
PH	481	210	210
HM	2669	1453	1453
DT	598	306	306
SD	2175	1142	114
TOTAL	47,254	25,125	22,776

Advanced To Pay Grade E-4

Rating	No. Who Took Exam	No. Who Passed Exam	No. Who Advanced
CD	570	499	499
CM	243	194	194
BU	374	303	303
SW	139	115	115
UT	119	92	92
AD	2103	1699	1699
AT	1272	1101	1101
AO	810	654	654
AQ	2	2	2
GF	6	5	5
AC	309	220	220
AB	806	712	712
AE	700	528	528
AM	1112	913	913
PR	92	77	77
AG	383	294	294
TD	330	256	256
AK	722	332	332
PH	525	418	418
HM	3380	2370	2370
DT	233	181	181
SD	2858	1860	186
TOTAL	58,655	42,992	38,499

A review of requirements has shown that a large number of new petty officers will be needed during the coming year.

Although quota limitations were imposed on certain crowded rates in order to maintain a reasonable balance in that rating, it is anticipated that it will be possible to continue to advance everyone in other ratings who pass the examination. The total number who qualified for advancement to pay grade E-4 in August did not completely meet the Navy's total petty officer requirements. More men could have been advanced in most rates had they proven themselves qualified and been recommended by their CO.

The chances are good that this same advancement trend will continue through the February 1956 examination period. This current short-range trend, and the long-range prospects discussed on pages 44-45, show that there is reasonable opportunity for advancement in the future.

In most rates the opportunity for advancement will be determined by a man's being able to demonstrate his competence through passing the examination.

In the crowded rates although advancement is determined by final multiple, this multiple is greatly affected by the relative mark made on the examination.

With this in mind, now is the time to commence preparation for the February 1956 examinations.

Attack Bomber Squadron Claims Record For Time Aloft

Twenty busy AD *Skyraider* attack bomber pilots on board the Pacific Fleet carrier *uss Boxer* (CVA 21) believe they have established a Fleet record for the number of hours flown in one month.

Attack Squadron 145 helped *Boxer* live up to its nickname, "Busy Bee," when they flew a total 1050 hours in September. This included day and night training missions near Taiwan (Formosa) and in Japan.

Excellent maintenance crews and good operating techniques aboard the ship enabled pilots to fly an average of more than 51 hours per man.



"You may as well give up, today is December 23rd."

Attack Squadron 145 compiled 728 hours in day and night flights from *Boxer*. In flights from the Naval Air Station, Atsugi, Japan, the squadron flew 323 hours. The pilots made 239 carrier landings.

Although the pilot hours totaled 1050, planes of VA-145 actually flew 1094 hours. Several pilots from other units made training flights in VA-145 *Skyraiders*.

The squadron has been operating under Carrier Air Group 14 aboard *Boxer* this year, and has been in the Far East since July.

Course in Practical Problems In Marine Navigation

A new officer correspondence course, *Practical Problems in Marine Navigation* (NavPers 10737), is now available at the Naval Correspondence Course Center. This course is designed primarily as a refresher course for officers experienced in navigation, and assumes that the student understands the basic principles of practical navigation. The course consists of four assignments and is evaluated at 12 Naval Reserve points credit.

Application for enrollment should be made on NavPers Form 992 forwarded via official channels to the Naval Correspondence Course Center, Building "RF," U. S. Naval Base, Brooklyn 1, New York.

What You Should Know about Taking Exams for Advancement

DO YOU KNOW how to study for an advancement in rating exam? If you do, consider yourself lucky, because the Naval Examining Center has discovered (after a survey of recent exam results) that many Navy-men do not know how or what to study for their advancement tests.

To help remedy this situation the Examining Center has furnished ALL HANDS the following information on the examination system and on suggested methods of studying for rating exams. This "inside dope," coupled with "What You Need to Know and Do to Qualify for Advancement" (ALL HANDS, June 1955, p. 49), should prove valuable when you're ready to take that next step up the rating ladder.

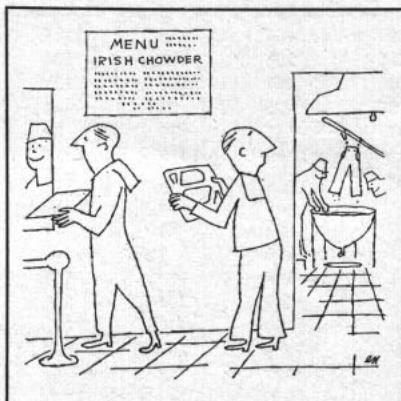
Three Basic Books

First off, in preparing for any advancement exam three basic books are required. The first of these is *Use of Navy Training Courses* (NavPers 10050-B), which lists the general requirements and procedures for advancement, covers the use of training courses and offers suggestions for improving reading ability.

The other two books are the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) and *Training Courses and Publications for General Service Ratings* (NavPers 10052-C). Everything in the advancement exams for all ratings can be either directly or indirectly related to the material contained in these latter two publications. The *Quals Manual* is important because it lists the *minimum* qualifications for advancement in rating. It is also the guide used by the Examining Center in making up the exams, and should be your guide in selecting subjects for study.

Study Guides

One way to use this manual effectively is to set up study areas and then list the examination subjects and practical factors which pertain



to that area. The list you make can then be used as a study guide, and may be as detailed as you care to make it. Here's an example of a study guide for BM2, beginning with the chapter heading "Boats," then listing the applicable examination and practical factors:

Boats

201-6

- A General duties of a boat coxswain
- B Equipment carried in regular ship's powerboats, LCVPs and LCMs
- C Firefighting procedure for small boats

201-7

- A Boat calls

101-21

- A Reeve off a set of boat falls and a guesswarp

A study guide made in this manner may be compiled as a joint effort with other candidates for the same rate, but keep in mind that the number of exam questions in any given subject matter area will be related to the importance of that area.

To be sure that you are covering all the material which should be studied, take a check in the third of the basic books mentioned above—*Training Courses and Publications for General Service Ratings* (NavPers 10052-C). Find your rating in this pamphlet—and right alongside you will find a list of all the manuals and publications used in making up your exam. If you think your course

book is the only "required reading," just take a look at what NavPers 10052-C lists for BM2: Boatswain's Mate 3 & 2: Cargo Handling; The Powerboat Book; Ammunition Handling, and Gunner's Mate 3 & 2, Vol. 1. And there is other required reading listed under Military Requirements.

Study Schedule

Once you have made up your study guide and have collected the books you need, there comes the business of actually studying. Set up a study schedule for yourself *and stick to it*. Try to study in the same place, at the same time of day and without interruption. In your study emphasize the practical and important subjects. Examination questions are not written with the idea of deceiving the candidate. It is the policy of the Naval Examining Center not to ask trick questions, so you're wasting your time memorizing such bits of information as "the number of stripes worn by a Swedish admiral."

Remember, too, that there is a parallel between the practical factors and the examination subjects so while you are studying the examination subjects you should also cover the practical factors by requalifying whenever possible. Examination questions are asked on both the practical factors and the examination subjects.

Another important point: *The day you make one rate is the day to start preparing for the next*. This is especially true of performance tests, since the new system allows you to qualify at any time of the year. An early start also gives you a chance to enroll for Naval Correspondence Courses which will be helpful in your rating or to your scholastic background. Another good reason for an early start is this: The lists in the *Quals Manual*, in NavPers 10052-C and the practical factors

INSPECTION

W. N. Smith, CT2, USN.



W.N. SMITH



listed for your desired rating are all minimum lists, the least you need to know in order to pass the exam. Since the mission of the peacetime Navy is to produce broadly qualified, versatile personnel who in time of emergency can be advanced to higher positions of responsibility and authority, you should know even more. Consequently you will find questions in examinations that can only be related indirectly to a rating as outlined in the *Quals Manual*, but which cover subject matter which any man in the rating could normally be expected to know.

How to Take the Exam

In actually taking the exam, the Naval Examining Center has the following suggestions for using your knowledge to the best advantage:

- Regardless of how the examination goes, remain calm.

- Remember that the exam is a "best answer" test. Each of the possible answers may have some truth in it, but one of them is more completely correct than the others. To pick the best answer you must read the question carefully, finding out exactly what the problem is.

- If you don't know the answer to a question immediately, don't worry about it. Just go on through the test answering the questions you do know. Then go back and answer the questions you skipped, picking the best answer you can. *Never* leave a space blank.

- If in doubt about an answer, leave your first choice alone. It will tend to be your best answer.

- Questions with two answers are automatically counted wrong, so be sure to make a complete job of any answers you erase.

What's the Score

Finally, a word about the scores. You are measured against others in your rate so if a question is hard for you, it will be hard for everyone else taking the exam. If the entire test is difficult it will result in a general lowering of the score, but this is taken into consideration when the score is put on a standardized scale. You might note also that the score is in no way tied to the Navy's 4.0 system, so don't waste time in trying to establish your score in that system. In any case, the score is not important unless you pass the exam, regardless of your total multiple.

There will be times when the

Retired Navyman Continues "Travel with Pay" in USA

A retired Navy lieutenant is touring the nation "to repay the Navy for the things they did for me," and is reaping dividends of satisfaction in doing so.

LT William Stomski, who retired from the Navy in 1951 after 23 years' service intends to travel with his wife Marjorie through every state in the union. He wants "to make the country's young people more Navy-career conscious."

His nation-wide tour is financed by the pay he receives from his Navy retirement. He frequently finds it necessary to stop at recruiting stations along his route to obtain recruiting literature to distribute to those who ask for information about the Navy. Besides, he likes to stop and shoot the breeze.

Stomski, his wife and mascot dog

"Goldie" are making their trip in a small red, white and blue pickup truck. The "land-based ship" especially designed with a sportsman top, has twin bunks, portable camping equipment and hunting and fishing gear.

The two small bunks made up with red and green bedspreads, for port and starboard respectively, are converted destroyer bunks. The small vehicle is capable of handling several weeks' supplies for the road.

"This is my way to show my appreciation for what the Navy has done for me," he says.

Asked how his land ship handles in a stiff breeze, he commented: "She holds a steady course at all times. The only shipboard drill we have is an occasional fire drill."

number of advancements in a particular rating will be limited by pay grade limitations or rating structure limitations. If this happens the only thing to do is to work harder the next time, so that your score plus your longer time in rate will give you a larger multiple.

In any event, if you follow the above method of studying for rating exams, you will find a decided improvement in your final examination scores and in your everyday performance "on the job."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and

hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instruction and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 70 — Established new commuted and leave rations and basic charge of meals from general mess.

No. 71 — Announced approval by the President of the report of a selection board which recommended Regular Marine Corps and Marine Corps Reserve officers for temporary promotion to the grade of lieutenant colonel.

No. 72 — Called attention to the deadline for NROTC applications from enlisted personnel.

No. 73 — Emphasized the importance of an annual physical examination as a means of detecting disease at an early stage.

No. 74 — Announced the convening of a selection board to recommend line lieutenants (junior grade) for temporary promotion to lieutenant.

No. 75 — Announced approval by

QUIZ AWEIGH ANSWERS QUIZ AWEIGH IS ON PAGE 7.

1. (a) Flying radar stations.
2. (b) VW—Airborne Early Warning Squadron.
3. (a) George Washington.
4. (c) 1942.
5. (c) Master Diver.
6. (c) On the upper arm of the right sleeve.

the President of the report of a selection board which recommended Regular Navy and Naval Reserve officers for temporary promotion to the grade of commander.

No. 76—Announced approval of the President of the report of selection boards which recommended Regular Navy and Naval Reserve staff officers to the grades of captain and commander.

No. 77—Revised Alnav 76 (above) by the inclusion of two additional names.

No. 78—Announced approval by the Secretary of the Navy of the reports of promotion boards which recommended Regular Navy and Naval Reserve staff corps officers for temporary promotion to the grades of captain and commander.

No. 79—Stated that certain test sets be removed from use.

No. 80—Announced the convening of staff corps selection boards to recommend male Regular Navy and Naval Reserve lieutenants on active duty for temporary promotion to the grade of lieutenant commander.

No. 81—Stated that enlisted personnel being subsisted in kind in a general mess and whose duties require them to be absent from their station during any regular meal hour are entitled to basic allowance for subsistence.

No. 82—Prescribed regulations permitting Regular Navy personnel to extend voluntarily enlistments for less than one year and for Naval Reserve and Fleet Reserve personnel to agree to remain on active duty for less than one year.

Instructions

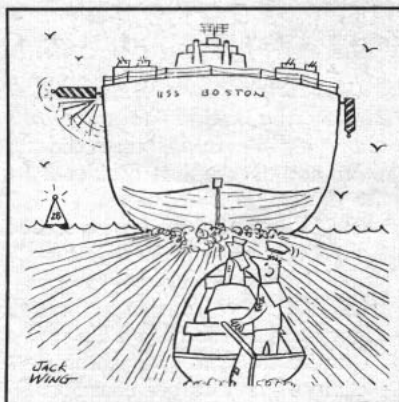
No. 1306.50A—Provides instructions for hospitalization of enlisted personnel and their disposition upon completion of treatment.

No. 1320.5A—Promulgates in the Navy Directives System the currently effective instructions concerning duty involving the demolition of explosives.

No. 1533.36—Reemphasizes the importance of teaching leadership and junior officer responsibilities in the NROTC program.

No. 1533.7A—Establishes NROTC clearing house procedure for the school year 1955-56.

No. 1760.3B—Provides a current summary of state bonuses for veterans of World War I, World War II and those with service after 27 Jun



1950, and outlines procedures for application.

No. 4650.6A—Informs naval personnel ordered to duty in Japan of policies concerning concurrent travel, and describes housing situation in Japan.

Notices

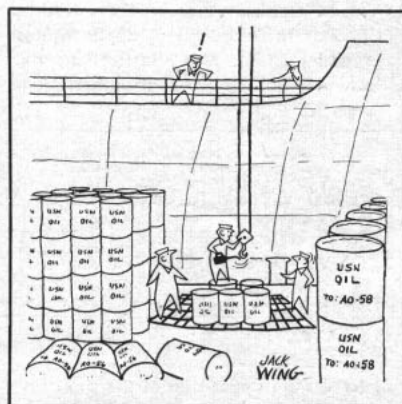
No. 1520 (30 Sept)—Concerned the administration of CEC technical courses in Naval Reserve Officers' Schools.

No. 1440 (30 Sep)—Promulgated Change No. 1 to BuPers Inst. 1440.13, establishing a volunteer program for change of rating to Aviation Electronics Technician (AT), Aviation Fire Control Technician (AQ), or Aviation Guided Missileman (GF) by career personnel.

No. 1520 (3 Oct)—Amplified BuPers Inst. 1520.37, which is concerned with the five-term college training program.

No. 1133 (7 Oct)—Promulgated certain occupational pay briefs in connection with the current reenlistment program.

No. 1416 (7 Oct)—As Change No. 1 to BuPers Inst. 1416.1A, clarified certain administrative procedures



"We're out of oil."

concerning the promotion of officers.

No. 1531 (10 Oct)—Disseminated information concerning the Naval Academy and requested the support of all flag officers in interesting qualified enlisted personnel in applying and preparing for admission.

No. 1531 (11 Oct)—Concerned with the distribution of a pamphlet entitled "Annapolis" and reviewed material available concerning the Naval Academy.

No. 1440 (12 Oct)—Promulgated Change No. 1 to BuPers Inst. 144.12 which established a volunteer program for change of rating to Electronics Technician and Fire Control Technician by career personnel.

No. 1416 (18 Oct)—Concerned with the bibliography for examinations in the subjects of Logistics and Industrial Relations of officers selected for promotion in fiscal 1956 from lieutenant commander to commander.

List of New Motion Pictures Available for Distribution To Ships and Overseas Stations

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each movie is followed by the program number. Films in color are designated by (C). Distribution of these films began in October.

Films distributed under the Fleet Motion Picture Plan are leased from the motion picture industry and are distributed free to ships and most overseas activities. Films leased under this plan are paid for by the BuPers Central Recreation Fund (derived from non-appropriated funds out of profits by Navy Exchanges and ship's stores) supplemented by annually appropriated funds. Plan and funds are under the administration of the Chief of Naval Personnel.

The Man From Laramie (378) (C): Western; James Stewart, Cathy O'Donnell, Arthur Kennedy.

The Dam Busters (379): War Drama; Richard Todd, Michael Redgrave.

Green Fire (380) (C): Drama; Grace Kelly, Stewart Granger, Paul Douglas, John Ericson.

Rasputin and the Empress (381)

(Re-issue): Drama; John, Ethel and Lionel Barrymore.

One Desire (382) (C): Drama; Anne Baxter, Rock Hudson, Julie Adams.

Wichita (383) (C): Western; Joel McCrea, Vera Miles.

A Tree Grows In Brooklyn (384) (Re-issue): Drama; Dorothy McGuire, James Dunn, Joan Blondell.

The French Line (385) (C): Musical; Jane Russell, Gilbert Roland.

Tall Man Riding (386) (C): Western; Randolph Scott, Dorothy Malone.

Run For Cover (387) (C): Western; James Cagney, Viveca Lindfors, John Derek, Jean Hersholt.

Son of Sinbad (388) (C): Adventure; Dale Robertson.

Blood and Sand (389) (C) (Re-issue): Bull Fight Drama; Tyrone Power, Linda Darnell.

Private War of Major Benson (390) (C): Comedy; Charlton Heston, Julie Adams, Tim Hovey.

Strategic Air Command (391) (C): Drama; James Stewart, June Allyson, Frank Lovejoy, Barry Sullivan.

The Night Holds Terror (392): Melodrama; Jack Kelly, Hildy Parks.

Trial (393): Melodrama; Glenn Ford, Dorothy McGuire, Arthur Kennedy, John Hodiak, Katy Jurado.

Bring Your Smile Along (394) (C): Musical Drama; Frankie Laine, Keefe Brasselle, Constance Towers.

The Fighting Pimpernel (395): Melodrama; David Niven, Margaret Leighton.

Stanley and Livingston (396) (Re-issue): Adventure Drama; Spencer Tracy, Nancy Kelly.

The Purple Plain (397) (C): War and Love Story; Gregory Peck, Win Min Than.

Radiological Defense Course Is Ready for Officers

A new officer correspondence course, *Radiological Defense* (NavPers 10771), is now available at the Naval Correspondence Course Center. This course covers the effects of atomic weapons on structures, equipment and personnel, and considers steps that may be taken to minimize these effects and to control their consequences. The course consists of seven assignments, and is evaluated at 14 Naval Reserve points credit.

WAY BACK WHEN

Hydrographic Office

One hundred and twenty-five years ago the Navy established a Depot of Charts and Instruments to collect and issue navigational charts, books and instruments necessary to outfit naval vessels for sea. Piloting and navigation at the time were almost hit-or-miss matters, with knowledge of currents and winds pretty much limited to the tradewinds and the Gulf Stream, while most information of a "sailing directions" nature was securely hidden behind the wall of secrecy raised between competing ships and seafaring nations.

The man who was to offer this knowledge to the world—and transform the chart depot into today's efficient Hydrographic Office—was Matthew Fontaine Maury, a young Virginian who received his midshipman's warrant in 1825—and a crippling injury which permanently barred him from sea duty in 1839. By the time of his injury, however, Maury had already made a four-year voyage around the world, pulled a three-year tour of duty in the Pacific as astronomer on a voyage of exploration and written a widely praised textbook on navigation.

Despite his infirmity Maury continued on duty, being appointed to head the chart depot in 1842. Shortly after Maury took over, the depot's functions were placed under the newly created Bureau of Ordnance and Hydrography and funds were appropriated for a permanent building and equipment. In 1844, the new building was completed and here it remained until 1866, when Congress redesignated the depot as the Hydrographic Office and it was moved to the famous Octagon House.

Back when Maury first took over the depot he discovered, hidden in old ship's logs, masses of information on prevailing winds, currents and navigational hazards in many parts of the world. Service as sailing master of Falmouth during his seagoing years made Maury realize how important this knowledge could be to other navigators—so he promptly devised and put into effect a method to collect and disseminate such information.

Maury's method of collecting information called for each naval and merchant ship to forward abstract logs to the depot. These listed the ship's course, position, the date, prevailing winds, currents, hazards observed and so forth. He also suggested throwing overboard tightly corked bottles containing the ship's latitude, longitude, and the date, since notations on the location where these bottles were picked up would help in tracing ocean currents.

The first wind and current chart issued by Maury was published in the autumn of 1847 from information already available in the old logs; his first abstract log followed in



early 1848, and included blank pages for each shipmaster to use in forwarding the statistics on his own cruise. Successful use of Maury's first chart and "sailing directions" by the barque *Wright* on a cruise down to Rio and return created considerable interest in the work. By 1851 more than 1000 ships all over the globe were forwarding observations to Maury, and the man himself had gained international recognition.

As officer-in-charge of the Hydrographic Office from 1842 to 1861, Maury is credited with devising a system for collecting meteorological and oceanographic information from the logs and reports of naval and merchant vessels; a system of exchanging nautical information and products with other maritime nations; and the publication of *Track Charts*, *Wind and Current Charts*, and eight volumes of *Sailing Directions*, describing navigational conditions of specific areas of interest.

Maury resigned his commission as a Navy commander shortly after Virginia seceded from the Union in April 1861, and his work was derided during the war, but since then, both his work and his reputation have continued to grow in stature. Today all Pilot Charts issued by the Hydrographic Office bear this phrase: "founded upon the researches made in the early part of the nineteenth century by Matthew Fontaine Maury, while serving as a lieutenant in the United States Navy." Wherever seafaring people congregate, Maury is honored as the "Pathfinder of the Sea."

The Hydrographic Office, which began as a "storehouse" of charts in 1830, today has on issue more than 4400 standard nautical charts of the world's navigable waters; 68 volumes of *Sailing Directions*, presenting textual and graphic descriptions of foreign harbors and coastlines; and innumerable other publications or services dealing with hydrographic, oceanographic and meteorological information.

Roundup on State Bonuses for World Wars I and II, Korea

NAVYMEN WHO SERVED during the Korean War, or during World Wars I or II may be eligible for one or more of the state bonuses listed in the following roundup.

To apply for a state bonus you will need a copy of your *Notice of Separation from the U. S. Naval Service* (NavPers 553) or *Report of Separation from the Armed Forces* (DD 214) and an application blank provided by the state.

If you are on active duty you may request your commanding officer to certify your service in the appropriate space on the application form by using your service record or other documents available to him. However, if the information cannot be obtained from available records you will have to make a statement under oath and this information will be included in your CO's certification.

No requests for detailed information as to your foreign service or other service data should be requested from the Bureau of Naval Personnel.

To be eligible to make application for a state bonus you will have to obtain proof of your residence. In most cases the home address you gave at the time of your enlistment or entry into service does not constitute complete proof of your legal residence.

Your legal residence will have to be substantiated by such documentary evidence as voting registration, tax data, etc.

All Navy veterans who need copies of their separation documents may request them from the commandant of the naval district in which they are currently residing. If you have moved to another naval district since your separation and these documents are not in the possession of the commandant, when he receives your request he will in turn request a certified copy from the district in which your separation papers are permanently retained and it will be forwarded accordingly.

This summary of state bonuses granted veterans of World War I, World War II, and those with service since 27 June 1950 is based on the latest information available. Procedures for making application are outlined below. Changes and addi-



"He must be an imposter. He looks just like his ID picture."

tions will appear, when necessary, at a later date.

State Bonuses for Veterans of Korea

Ten states have enacted laws providing bonuses for Korean conflict veterans and specific information concerning these laws are provided below, individually by states. If you consider yourself eligible, submit an application for consideration to the adjudicating agency of the state. It should be noted that the Bureau of Internal Revenue has ruled that state bonuses received by veterans and active duty personnel will not constitute taxable income for federal tax purposes.

Connecticut

Amount: \$10.00 per month of service up to a maximum of \$300.00.

Service: Active duty in the armed forces for 90 days or more at any time between 27 Jun 1950 and 27 Oct 1953. Honorable discharge or separation from service other than dishonorable. Persons still in active service or retired or released to inactive duty or reserve may apply.

Residence: Domicile in Connecticut for at least one year immediately before entering service. Domicile is the place where you have a true, fixed, and permanent home and one to which whenever you are absent, you have the intention of returning.

Deadline: 1 Jul 1957.

Next of kin: Survivors of servicemen who died on active duty or as a direct result of service are eligible for maximum \$300.00.

For applications: Commandant (DCRO), Third Naval District, 90

Church Street, New York 7, New York.

Address inquiries to: Bonus Division, State Treasurer's Office, State Capitol, Hartford 14, Conn.

Delaware

Amount: \$15.00 per month for state-side service up to a \$225.00 maximum. \$20.00 per month for overseas duty up to a maximum of \$300.00. Veterans with a service-connected disability of 60 per cent or greater are eligible for the \$300.00 maximum payment.

Service: Active military service between 25 Jun 1950 and 31 Jan 1955.

Residence: One year residence immediately before entering service.

Deadline: 1 Jan 1957.

Next of kin: In the event a serviceman dies during or as a result of the Korean conflict, a maximum award of \$300.00 will be paid to the survivors.

For applications: Commandant (DCRO), Fourth Naval District, Naval Base, Philadelphia 12, Pa.

Address inquiries to: Executive Chairman, Veterans' Military Pay Commission, Wilmington, Del.

Indiana

Amount: \$15.00 per month for each month served in the Korean Area. Maximum \$555.00. \$600.00 for veteran who had 10 per cent or more service-connected disability. The payment of this benefit will be limited. This bonus is payable from Indiana's World War II bonus fund and no new World War II claims will now be honored. The Korean bonus payment depends upon the ability of the World War II bonus fund to meet Korean bonus claims. Payment will be made in the following order of priority: (1) service-connected death, (2) service-connected disability, rated 10 per cent or more by the Veterans Administration and (3) active military duty in the Korean theatre of action.

Service: Active duty at any time between the period beginning 27 Jun 1950 and ending 1 Jan 1955.

Residence: One year's residence in Indiana, immediately before induction, is required.

Deadline: 30 Jun 1956.

Next of kin: Receive \$600.00 for serviceman that died in service or as a result of service-connected disability.

For applications: Commandant (DCRO), Ninth Naval District, Building 1, Great Lakes, Ill.

Address inquiries to: Auditor of State of Indiana, Bonus Division, 431 N. Meridian Street, Indianapolis 4, Ind.

Louisiana

Amount: \$250.00 for service in the Korean combat area. \$100.00 for overseas service outside the Korean combat area. \$50.00 for stateside service.

Service: Active duty for at least 90 days between 27 Jun 1950 and 26 Jul 1953 and honorably discharged. The State of Louisiana enacted this law to provide payment of a bonus to eligible active duty personnel as well as honorably discharged or separated veterans.

Residence: Citizens of Louisiana at time of entry in service.

Deadline: 31 Dec 1956.

Next of kin: Eligible survivors (unremarried widow, children, or parents) of men who die before 1 Dec 1955 as the result of service injuries or disease contracted within prescribed 1950-53 dates may qualify for a \$1000 award.

Information: Applicants should be prepared to submit certified or photostatic copy of separation papers with application. Further instructions for persons still on active duty are given on the application form.

For application: Commandant (DCRO), Eighth Naval District, U. S. Naval Station, New Orleans 12, La.

Address inquiries to: Korean Bonus Division Room 108, Old Capitol Building, Baton Rouge, La.

Massachusetts

Amount: \$300.00 for foreign service. \$200.00 for more than six months' active service in the United States. \$100.00 for service of not less than 90 days of stateside duty, unless discharged or released as a result of injury or disease incurred or aggravated by such service and not more than 6 months' service.

Service: Minimum of 90 days' service between 25 Jun 1950 and 31 Jan 1955 inclusive.

Residence: Six months immediately before entry in military or naval service.

Deadline: None.

Next of kin: If veteran died in service, \$300.00 to eligible survivor, otherwise, only amount he would receive if alive.

Active Duty Personnel: Personnel that have been discharged and reenlisted after 25 Jun 1950, and are serving regular enlistment contracts may apply for the bonus.

Three years on active duty subsequent to 25 Jun 1950 are required for indefinite enlistees and commissioned officers. A photostat of the "Report of Separation from the Armed Forces of the United States" (DD Form 214) must be filed with the application.

Information: Benefits have been established by the Massachusetts State legislature to commissioned officers, warrant officers or indefinite enlistees who have served at least three years on active duty from 25 Jun 1950 and who have not yet been discharged or released under honorable conditions from such service. Such applicants must attach to application form a statement

New Enlisted Correspondence Courses Now Available

Twenty-five new Enlisted Correspondence Courses have been made available to all enlisted personnel, on active or inactive duty.

These courses may be used to study for the rates indicated and also may be substituted for completion of a Navy Training Course.

Men desiring to take any of these courses should see their division officer or education officer and ask for an "Application For Enlisted

Correspondence Course" (NavPers 977). Inactive Reservists should request the application form from their naval district commandant or Naval Reserve Training Center.

All applications should be sent to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N.Y., via your commanding officer.

Here are the new courses:

Title of Course	NavPers Number	Applicable to Following Rates and Ratings
*Ship's Serviceman, Chief	91449-1	SH
*U.S. Navy Shore Patrol, The	91648-1	All ratings
Handbook for Hospital Corpsman 2	91669	HM
Handbook for Hospital Corpsman 1&C	91670	HM
Handbook for Hospital Corpsman 3	91668	HM
Handbook for Hospitalmen	91667	HN
Commissaryman 3	91440-1	CSG, CSB, CSR, and strikers
Commissaryman 1	91442-1	CSG, CSB, CSR
Commissaryman C	91443-1	CM
Fire Control Technician, Chief, Vol. 1	91332	FTA, FTM, FTU, FTG
Gunner's Mate Chief	91537	GMM, GMT, GMA
Gunner's Mate 1	91356	GMM, GMT, GMA
*Damage Controlman 2	91544-1	AB, DC, ME, PM
*Fireman	91500-1	FN
Machinery Repairman 1	91508	MR
Machinery Repairman C	91509	MR
*Radarman 2	91267-1	AC, RD
*Radarman 3	91266-1	AC, RD
Air Controlman	91657	AC
Atomic Warfare Defense	91210	All ratings
*Aircraft Propellers	91631-1	AD
*Aircraft Engines	91628-1	AD
*Steelworker Chief	91591-1	SW
*Quartermaster 2, Vol. 1	91286-1	QM, QMS
*Aviation Supply	91653-1	AB, ABG, ABU, AC, AD, ADE, ADF, ADP, ADG, AE, AEM, AEI, AK, AM, AL, AMS, AMH, AO, AOU, AOT, AOF, PR, TD, TDI, TDR, TDU, TDV, and strikers

*May be retaken for repeat Naval Reserve retirement credit.

from commanding officer verifying period of service.

For application: Commandant (DCRO), First Naval District, 495 Summer Street, Boston 10, Mass.

Address inquiries to: Veterans Bonus Commission, 15 Ashburton Place, Boston 8, Mass.

Michigan

Amount: \$10.00 per month of domestic service. \$15.00 per month of foreign service. \$500.00 maximum.

Service: Minimum of 61 days during period 27 Jun 1950 to 31 Dec 1953.

Residence: Six months immediately

before entering a branch of the service.

Deadline: 7 Mar 1957 for veterans. No deadline has yet been established in next of kin cases where veteran is deceased from service-connected causes.

Next of kin: Certain survivors may be eligible for \$500.00 if veteran died while in service or from service-connected causes.

For application: Commandant (DCRO), Ninth Naval District, Building 1, Great Lakes, Ill.

Address inquiries to: Adjutant General's Office, State of Michigan, Military Pay Division (Bonus Section), P. O.

Box 1401, Lansing 4, Mich.

New Hampshire

Amount: \$10.00 per month of service up to a \$100.00 maximum.

Service: A minimum of 90 days between 25 Jun 1950 and 27 Jul 1953.

Residence: One year pre-service residency.

Deadline: None.

Next of kin: Survivors of deceased servicemen are eligible for the \$100.00 maximum payment.

For application: Commandant (DCRO), First Naval District, 495 Summer Street, Boston 10, Mass.

Address inquiries to: State Adjutant General's Office, State Military Reservation, Concord, N. H.

South Dakota

Amount: 50 cents a day for stateside service (\$500.00 maximum); 75 cents a day for foreign service or sea duty (\$650.00 maximum).

Service: Active duty between 25 Jun 1950 and 27 Jul 1953.

Residence: Applicant must have been a bona fide resident of South Dakota for six months or more immediately before entry into active duty.

Deadline: 1 Jul 1956.

Next of kin: Dependent survivors eligible if deceased died in service between 25 Jun 1950 and 27 Jul 1953. Payment will be made to spouse, children, mother or father in that order. Maximum payment \$650.00.

Information: The veteran's original discharge certificate or certificate of service, or other papers showing the complete record of the applicant's active service during the stated periods are required.

For application: Commandant (DCRO), Ninth Naval District, Building 1, Great Lakes, Ill.

Address inquiries to: South Dakota Veterans' Bonus Board, Pierre, S. D.

Vermont

Amount: \$10.00 per month not exceeding a total of 12 months. \$120.00 maximum.

Service: Honorable discharge from an enlisted status between 27 Jun 1950 and 31 Jan 1955.

Residence: One year immediately before entering service.

Deadline: None.

Next of kin: \$120.00 to the next of kin of veterans who died from service-connected causes. Next of kin in order are: (1) widow or widower, remarriage does not bar entitlement, (2) next of kin who are lineal heirs and (3) parents.

Amount veteran was entitled to by length of service shall be paid to the next of kin, in order named above, of any veteran who has died from non-service-connected causes.

For applications: Commandant

(DCRO), First Naval District, 495 Summer Street, Boston 10, Mass.

Address inquiries to: Office of the Adjutant General, State Office Building, Montpelier, Vt.

Washington

Amount: \$100.00 for service in excess of 89 days within the continental United States. \$150.00 for service in excess of 89 days and less than 365 days where any part of such service was outside the continental limits of the United States. \$200.00 for service in excess of 364 days where any part of such service was outside the continental limits of the United States.

Service: Active federal service as member of armed military or naval forces of the United States between 27 Jun 1950 and 26 Jul 1953. Personnel who have been continuously in the United States Navy for a period of five years or more immediately prior to 27 Jun 1950 are considered career servicemen and do not qualify. Separation from service must have been under honorable conditions. Personnel who refused full military discipline are disqualified.

Residence: Bona fide citizen or resident of State of Washington for one year immediately before entrance into service.

Deadline: 31 Dec 1957. Payment of this benefit will not be made earlier than 2 Jan 1956.

Next of kin: In the event a veteran died before 10 Jun 1955 next of kin in the following order may collect the amount that was payable to him: (1) unremarried widow, (2) children and (3) parents.

Mentally incompetent veterans: Payments may be made to any guardian, committee, conservator, or curator duly appointed under law of state residence of veteran or to chief officer of any state or federal institution having custody of veteran.

For applications: Commandant

(DCRO), Thirteenth Naval District, Seattle 99, Wash.

Address inquiries to: Division of Veterans' Compensation, 114 North Columbia Avenue, Olympia, Wash.

World War II State Bonuses

World War II veteran's bonuses have been enacted by the following states and territories *but the deadlines have passed:*

Alaska, Connecticut, Delaware, Hawaii, Illinois, Indiana, Iowa, Louisiana, Massachusetts, Michigan, Minnesota, Montana, New Hampshire, New York, North Dakota, Ohio, Oregon, Rhode Island, South Dakota and Vermont.

The three states listed below (Pennsylvania, Washington and West Virginia) are still accepting applications for bonus payments from World War II veterans until the designated deadlines:

Pennsylvania

Amount: \$10.00 per month for domestic service; \$500.00 maximum. \$15.00 per month for foreign service; \$500.00 maximum.

Service: 60 days' active duty between 7 Dec 1941 and 2 Sep 1945. It should be noted that this state's law requires personnel, who are eligible for the bonus, to compute time in service for the purpose of determining the amount due until 3 Mar 1946. However, service after 2 Sep 1945 may not be counted as contributing toward the 60-day service eligibility requirement for the veterans bonus.

Residence: Bona fide resident of this state at time of entry into active service.

Deadline: 31 Dec 1956.

Next of kin: Survivors of deceased service personnel may receive the maximum benefit of \$500.00 in the following orders: (1) spouse, (2) children and (3) parents. The serviceman's death must have occurred between the stated active service dates.

For applications: Commandant (DCRO), Fourth Naval District, Naval Base, Philadelphia 12, Pa.

Address inquiries to: Adjutant General, Harrisburg, Pa.

Washington

Amount: \$10.00 per month for domestic service. \$675.00 maximum. \$15.00 per month for foreign service. \$675.00 maximum.

Service: Any period of time between 7 Dec 1941 and 2 Sep 1945, both dates inclusive. Veteran must have been discharged or separated under conditions other than dishonorable or currently be on active duty.

Residence: Minimum of one year immediately before entry into service or



"What could I do? He claims he's a plank owner."

if in service, 7 Dec 1941 for one year before that date.

Deadline: 31 Dec 1955.

Next of kin: Survivors (unremarried widow, dependent children or dependent parents of veteran who died in service) are entitled to the veteran's amount accrued.

For applications: Commandant (DCRO), Thirteenth Naval District, Seattle 99, Wash.

Address inquiries to: State Auditor, Division of Veterans' Compensation, 114 North Columbia Avenue, Olympia, Wash.

West Virginia

Amount: \$10.00 per month for domestic service, \$300.00 maximum. \$15.00 per month for foreign service, \$400.00 maximum.

Service: At least 90 days' active duty in United States armed forces between 7 Dec 1941 and 2 Sep 1945. If less than 90 days' service, discharged for service-connected disability.

Residence: At least six months' residence in West Virginia immediately before entering service.

Deadline: 31 Dec 1955.

Next of kin: Survivors (including widow, children or parents in that order) in the amount that would have been received by the veteran. Survivors must reside in West Virginia at time of making application.

For applications: Commandant (DCRO), Fifth Naval District, Naval Base, Norfolk 11, Va.

Address inquiries to: Bonus Division, Department of Veterans' Affairs, State Capitol Building, Charleston, W. Va.

World War I State Bonuses

One state, West Virginia, is still accepting applications for World War I bonus. All other World War I bonus deadlines have passed.

West Virginia

Amount: \$10.00 per month for domestic service, \$300.00 maximum. \$15.00 per month for foreign service, \$400.00 maximum.

Service: Active service between 6 Apr 1917 and 11 Nov 1918.

Residence: At least six months' residence in West Virginia immediately before entering service.

Deadline: 31 Dec 1955.

Next of kin: Survivors (including widow, children or parents in that order) in the amount that would have been received by the veteran. Survivors must be residing in West Virginia at time of making application for this bonus.

For applications: Commandant (DCRO), Fifth Naval District, Naval Base, Norfolk 11, Va.

Address inquiries to: Bonus Division, Department of Veterans' Affairs, State Capitol Building, Charleston, W. Va.

Navy's Peacetime Military Requirements Include Adequate Living Conditions for Families

The problem of improving living conditions for Naval personnel afloat and ashore is receiving top priority throughout the Navy.

SecNav Inst. 1700.2 points out that the provisions for adequate living conditions are a key factor in promoting re-enlistment in the Navy.

The instruction says, in part:

"One of the basic facts upon which military decisions must be based today is the changed social climate.

"There is a profound difference as regards the marital status of enlisted men of the Navy and the Marine Corps compared to past years. More of them get married, they marry earlier, and they have more children. In the top three enlisted pay grades, three out of four are married.

"The Department of the Navy is an employer competing in a labor market which appears likely to be tight for some time to come. It is competing by and large for married men with a high degree of intelligence, accustomed to a high standard of living, in an era of peacetime prosperity. The military necessity of maintaining an unprecedentedly large number of highly-trained personnel is vital; this requires a high re-enlistment rate. Providing adequate living conditions, afloat and ashore, including family housing, is a key factor to promoting re-enlistment.

"It is the policy of the Department of the Navy to consider adequate living conditions ashore, and a high degree of habitability afloat, to be a peacetime military requirement. This does not mean lush living; but it does mean that Navy people should not be asked to continue living in many cases under sub-standard conditions.

"With respect to existing installations, a detailed re-examination is in order to see what is required to make living tolerable where cases of sub-standard living exist, and the necessary replacement projects should be given high priority.

"Commanding Officers are encouraged to use ingenuity in making proper use of resources available to them to improve living conditions.

The plane came in low over the hill, as though it were an enemy slipping in for a sneak attack. Then four jets appeared. Flying in perfect, tight formation they engaged the invader and in doing so, they put on a brilliant display of aerial tactics as the five planes darted through the sky.

The end was obvious. The "enemy"



ultimately spouted smoke and the four, still in perfect formation drew away to watch the other plane die. It staggered over the horizon, a parachute opened, and the thousands of spectators started to breathe again.

They were watching the realistic climax of a performance staged by the Navy's Blue Angels, the world's foremost precision aerobatics team. For



several years, with one short interruption, the team has been thrilling spectators with demonstrations similar to this. The one exception occurred during the Korean conflict when the Blue Angels served as a nucleus for a fighter squadron. During its existence dozens of Navy pilots have been on the team.

Demonstrating maneuvers and evasive fighter tactics every Navy fighter pilot must learn, the Blue Angels have made millions of spectators Navy-conscious as they put on their flying show.

WHOOCH!



In one instance, at NAS Miramar, a crowd estimated at 300,000 watched their close-order precision technique.

The Blue Angels are at present based at Pensacola, Fla. They'll undoubtedly be your way soon. To find them, all you have to do is look for a large crowd looking up into the air. Chances are, they'll be watching the Blue Angels.

SERVICESCOPE

Brief news items about other branches of the armed services.

AN IMPROVED, miniature, lightweight emergency radio which permits a stranded airman to direct his own rescue, is under development by the Air Research and Development Command. The new radio weighs only 15 ounces and has a volume of 20 cubic inches.

Approximately half as large and heavy as rescue radios now in use, the combination transmitter and receiver will be included in the survival kits carried by Air Force personnel when flying over water or wilderness areas.

The tiny radio, designated as the AN/URC-11, is expected to be used primarily by pilots of fighter aircraft whose cramped cockpits offer little space, and who must carry all their survival equipment in a small seat-style kit.

Here is how a pilot would use the URC-11:

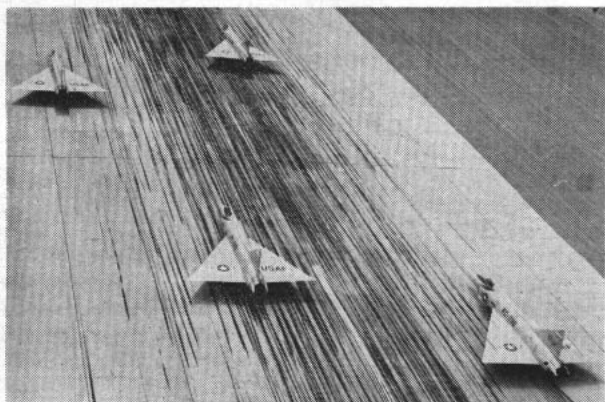
After a forced landing or bail-out, the pilot would open his survival kit and make certain the URC-11 was hooked to the batteries provided for its power. He then merely pushes the transmitter button and broadcasts information regarding the crash and his location. Or, if he wishes, he can set the radio to broadcast a continuous tone signal which rescue aircraft can use to "fix" his position. Two-way conversation may be carried on between the stranded airman and the rescue aircraft. The ultra-high frequency voice and tone signals are broadcast on an emergency frequency.

★ ★ ★

DEVELOPED IN COOPERATION with Army Ordnance Corps, a huge, new, experimental cargo-and-personnel carrier, which rides on rubber "pillows" instead of tires, was recently demonstrated.

Named the "Teracruzer" to distinguish it from an earlier, basic design called the "Rolligon," the new vehicle is larger than its predecessor. It is 12 feet wide, 25 feet long and 10 feet high, and has eight traction bags compared with the Rolligon's three.

Greatest advantage of this type of vehicle is its ability to negotiate any type of terrain. The eight 3½-by-5-foot bags are inflated with only three to five pounds' air pressure and their traction surfaces are ex-



ALL-WEATHER, F-102A interceptors of the Air Force ready for take off at Mojave Desert base. Streaks are tire marks.

tremely broad. As a result, driving through sand, snow, marsh, ice, up steep inclines and along difficult side slopes is positive, safe and comfortable.

Powered by a 340-horsepower engine, the Teracruzer has a gross weight of 40,000 pounds and a load capacity ranging from seven to 10 tons. A central inflation system enables the driver to increase or reduce air pressure in individual bags while en route.

★ ★ ★

PLAYING SMART, the Air Force is catapulting rocket test sleds, traveling at supersonic speeds, over a 1500-foot cliff at Hurricane Mesa, Utah, in its efforts to solve problems connected with emergency escapes from high speed aircraft.

No harm is done, however, for the test equipment is lowered by parachute to the desert floor below, where it is easily recovered.

Designated SMART (Supersonic Military Air Research Track), the project will duplicate on the ground actual supersonic flight conditions so that accurate observations can be made under controlled conditions. Aircraft seat ejection equipment, various types of parachutes, together with the effects of bail-out at supersonic speeds on both equipment and men, will be tested.

Full-scale testing of ejection equipment from aircraft at very high speeds is becoming impractical and expensive. By using this controlled, ground-mounted supersonic test sled track which is equipped with recording equipment, more detailed and accurate information can be obtained at less cost.

★ ★ ★

SIX TRAINING EXERCISES are tentatively scheduled by the Army for fiscal year 1956, involving approximately 135,000 troops. They will include Arctic indoctrination, amphibious and mountain operations, and command post exercises.

Exercise *Sage Brush*, a major joint Army-Air Force exercise, is scheduled for November-December 1955 in the Camp Polk, La., area. Approximately 112,000 Army and 33,000 Air Force personnel will participate.

The purpose of *Sage Brush* is to provide training, under battlefield conditions, for both friendly and "aggressor" forces. It will also determine the capability of Army and Air Force units operating jointly against numerically superior ground and air units.

Lode Star, an exercise in mountain and cold weather operations, began in July at Camp Hale, Colo., and will continue through next spring. Involving approximately 5000 troops over the extended period, it will provide training in mountain operations at high altitudes. Set up in three phases, the nine-month exercise will include aerial and tramway supply and evacuation, tactical air support, mountaineering, and testing of equipment.

Each of the continental U. S. Armies will conduct a command post exercise. These exercises will include tactical and logistical support of ground operations under atomic warfare conditions and are intended to train officers in new concepts, tactics, organization and techniques adopted by the Army.

Arctic Night is scheduled in the Northwest Command during February-March 1956. The exercise will provide

ALL HANDS

joint training in the employment of Army and Air Force units under Arctic conditions.

Fort Lee, Va., will be the site of a logistics exercise, *Logex*, to be conducted in May 1956. Plans call for participation of officer students of the Technical and Administrative schools and Army Reserve officers. It will afford them experience under battlefield conditions in the planning and conducting of operations in their respective services.

Approximately 2000 troops will take part in Exercise *Moose Horn*, to be conducted in Alaska during January-February 1956. *Moose Horn* is expected to provide experience in movement of a battalion combat team over highways from Ft. Lewis, Wash., to Alaska, under winter conditions.

High Seas, a joint Army-Navy command post exercise, will be conducted sometime in 1956, date and place to be determined later. Purpose of the exercise will be to train personnel in logistical support of amphibious operations.

Selected individuals from the continental United States will attend the Arctic indoctrination course to be held in Alaska, January-February 1956. The exercise will provide training in Arctic tactics and techniques.

★ ★ ★

TWELVE F-84F *Thunderstreaks* of the Strategic Air Command's 27th Fighter Wing landed at Bergstrom Air Force Base, Austin, Texas, after completing a 5118-mile non-stop flight from England in 10 hours and 48 minutes. The previous distance record for jet fighters was a 4840-mile flight from Tokyo to Australia last May. The present flight was a routine return from overseas deployment as part of SAC's continuing exercise of mobility in its combat units.

The leader of the flight, Colonel Richard N. Ellis, left Sturgate Air Base near London, England, after breakfast at 0800, London Standard Time, arriving in Austin, Texas, in time for lunch with his family.

Multiple air refuelings were accomplished during the flight by KC-97 tankers. The 27th is a unit of the Strategic Air Command's Second Air Force, whose 508th Fighter Wing holds the previous record for a non-stop flight from the United States to England. This flight was from Turner Air Force Base, Georgia, took 11 hours 24 minutes, covered 4630 miles and won for the 508th the Mackay Trophy for 1953.

★ ★ ★

THE FIRST MILITARY HOSPITAL specifically planned, financed, and constructed to serve all branches of the Armed Forces has been opened at Elmendorf Air Force Base, Anchorage, Alaska.

The 400-bed hospital is the largest service hospital in size and bed capacity in Alaska. It is built in three wings, the highest being eight stories. "Crumble" joints, designed to withstand earth tremors without endangering the structure, separate the reinforced concrete masonry wings.

The hospital has approximately 1000 rooms including private, semi-private and 24-bed wards, complete clinical facilities, a cafeteria, base exchange branch, recreation rooms, barber shop and a combination air raid shelter and theater which will seat 500 persons.



ARMY'S CONVERTIPLANE uses rotors for vertical flight and pusher type prop and wings for fast forward speeds.

FOR THE FIRST TIME in aviation history, a flight has been made in which an aircraft has converted from helicopter flight to conventional forward flight and back again. The XV-1 convertiplane, developed under a joint Army-Air Force contract, has demonstrated this capability.

The XV-1 has a rotor for vertical lift and a pusher propeller and short wings for forward flight. It carries three passengers in addition to the pilot, and can perform many helicopter missions at far greater speeds than a helicopter.

The convertiplane is powered by an engine located at the rear of the fuselage. Air compressors feed air to the tips of the rotor blades, where it is expelled through jets, turning the blades.

When the convertiplane is moving through the air at a sufficient speed for the wings to provide lift, the pusher propeller is started and the rotor is kept spinning at a reduced speed.

Several other models are in the process of development. The XV-3, for example, has twin rotors that tilt forward 90 degrees for forward flight. Conversion is completed in 10 to 15 seconds while plane is climbing.



MINIATURE RADIO receiver clipped to helmet is now being tested by Army for passing word to leaders of units.

BOOKS: THIS MONTH'S SELECTIONS

FEATURE THE OUTDOOR LIFE

IN THE EVENT you're looking for some variety besides books about the sea, the Bureau of Naval Personnel library staff has chosen, among others, several selections that have to do with one phase or another of outdoor life—on dry land.

Sporting matters are abundantly taken care of, for example, by a selection of articles and stories—and pictures—that have appeared in the *Field and Stream* magazine. Opening with its first story, in 1896, about hunting the sharp-tailed grouse in Minnesota, *The Field & Stream Treasury* ends up with Robert Ruark's account of quail raising and shooting and Corey Ford's spring salute to fishermen. In between are yarns, adventures and experiences that cover the country—and Canada and Alaska—and fill the reader's game bag with plenty of hunting and fishing lore. It goes back to Indians and buffalo and bear; it moves on to

early motoring and Catskill hunting; it has an article on shotgunnery, taxidermy, shooting matches and anglermaniacs; and game of all kinds has its chance of appraisal. Stories by Zane Grey, James Oliver Curwood, Stewart Edward White, Irwin S. Cobb, Paul Brown, Archibald Rutledge, John Taintor Foote, the Buckinghams and, of course, many others. A nice Christmas present to give or receive.

If you've done much hunting you'll become thoroughly lost in the *Big Woods*, a collection of hunting stories by William Faulkner, with illustrations by Edward Shenton. The stories span two generations and are set in the Big Woods, thirty miles from Faulkner's Jefferson. Uncle Ike, who is the connecting link in the stories, was a boy turned ten when he and his mentor, Sam Fathers, left the habitations of man and took up permanent residence in the Big Woods, where he always wanted to be. By the time the final story is told, young Ike is old Ike, the land has changed, and civilization has made the Big Woods no longer a wilderness.

Venturing closer to the water, but not the sea, is *The Sound of White Water*, by Hugh Fosburgh. This short novel—which reads like non-fiction—is a craftsman-like report of a canoe trip by three men down a dangerous river. The story takes these men to the river and follows them downstream, through rapids and quiet pools, through calm days of fishing and loafing and through the severest trials in white water. The backdrop of the river and the wild country is always there, with a fine accuracy of feeling and detail; but the real interest remains on the men, how they act together and individually. A workmanlike job.

Difficult to classify but fascinating to read is *The Time Book of Science*. Here, the science editor of *Time* Magazine has compiled the most pertinent and provocative pieces to come from the magazine during the ten years of his tenure. The clarity and readability of this collection on even the most absolute subtleties of nuclear physics and communication theory have set a stylistic standard. The articles, ranging from mono-

graphs to memos, sweep over the motors and men of supersonic speed and ultrasonic sound, the electronic turtles of Walter Grey and the space stations of Von Braun, the field of atomic science, unusual inventions and discoveries such as experimental devices for causing temporary nervous breakdowns.

Men, Rockets and Space Rats, by Lloyd Mallan, is another manifestation of our Buck Rogers world to come. Jaunty, respectful, and conversational in style, the narrative delves into much of the testing and actual construction being carried out by the Air Force and by private concerns in connection with government laboratories. Yeager's test flight in the rocket ship when the speed of sound was surpassed paces the book in the first chapter. White Sands Proving Grounds, Thorp Walker and the Aerobee, the amazing acceleration and deceleration tests endured by Col. Stapp, the research balloons, the the highlights of some of the following chapters, all of which add up to a fairly well-rounded view of present and future space flight. Possibilities for actual space flight are discussed in the last chapter.

Navy life isn't entirely neglected, of course. This month's offering includes *The Navy's Here!* by Willi Frischauer and Robert Jackson. It's an exciting and dramatic account of a true-life sea adventure of *Altmark*, secret supply ship of the Nazi raider *Graf Spee*. This tells what happened to the prisoners taken by that ship after being transferred to *Altmark*.

Had enough non-fiction? Try, then, *The Prophet*, by Sholem Asch. The "prophet" of the title is the Second Isaiah, of whom little is actually known. In spite of, or, perhaps, because of its mystic overtones the result is a fascinating adventure story. Throughout, the immortal words of the prophet, his challenges to his people, his exaltation, his visions, make the Biblical chapters live again—as they live today each week in the Jewish synagogue and temple.

Nicholas Monsarrat, who proved his stature with *The Cruel Sea*, has adopted a quick change of pace with *Castle Garac*, described by some reviewers as a modern fairy tale, virtually complete with ogre and ogress, captive princess, rescuing prince, towered and walled castle and all the rest. To be less figurative, it's a romance with a happy ending. The setting is the Riviera.

SONGS OF THE SEA



Was You Ever in Rio Grande?

Oh, say, was you ever in Rio Grande?
Way, you Rio!

Oh, was you ever on the strand?
For we're bound for the Rio Grande!

And away, you Rio!
Way, you Rio!

Sing fare-you-well, my pretty young girls,
For we're bound for the Rio Grande!

Oh, New York town is no place for me;
Way, you Rio!

I'll pack my bag and go to sea
For we're bound for the Rio Grande!



WORLD'S FIRST GUIDED MISSILE CRUISER

**ALL HANDS
SPECIAL
SUPPLEMENT**

Taking her place with the atomic submarines and super flattops of the 'Navy of Tomorrow' is the new guided missile cruiser, carrying potent weapons that seek out the enemy.

A new and powerful weapon was added to the U. S. Navy's Fleet at the Philadelphia Naval Shipyard on 1 November when USS Boston (CAG 1), the world's first guided missile cruiser was commissioned in ship-board ceremonies at Pier 6.

Among military and civilian dignitaries at the ceremonies were Secretary of the Navy Charles S. Thomas, and Chief of Naval Operations Admiral Arleigh A. Burke, USN.

This is the story of the world's first guided missile cruiser and her predecessors, with comments about the Navy of the future by leading men in the sea-service.

LIKE THE ATOMIC SUBMARINE USS *Nautilus*, (SSN 571), the gigantic aircraft carrier *Forrestal* (CVA 59), and the big jet seaplane *Seamaster*, which also became long-awaited realities this year, *Boston* points the way to the Navy of the future.

According to some opinions, in time the guided missile—with or without a nuclear warhead—may well replace the gun and bomb as the major weapon of sea

power. This may be, but the fact remains that the guided missile cruiser *Boston*—the starting point for the new Navy—is here.

The 673-foot vessel will be used primarily as a launching station for the Navy's new needle-nosed anti-aircraft missile, the *Terrier*. *Boston* is the first of two guided missile ships to be converted at this time. Her sister ship, USS *Canberra* (CAG 2), is scheduled for commissioning in the spring of 1956.

Boston underwent drastic changes in preparation for her mission of anti-aircraft warfare, but she is only half converted—she still has the great guns of the cruiser in forward turrets and only her after turrets have been replaced by the missile launchers.

Of these there are two pairs. The *Terrier* missile itself is about nine feet long. At its base is a booster cylinder nearly as long. The booster impels the weapon high in the air and then drops away, leaving further propulsion to the internal mechanism of *Terrier*, and its guidance to the long-range electronic control of *Boston*.

The loading rooms are just below the turret. They carry 72 *Terriers*, all mounted on a "coke bottle" turn-about, which lifts the new charge straight up and into the launcher. The speed with which this massive job can be done permits all four missiles to be fired in less than one second and to reload twice every minute. In theory, no missile can miss a target in its range and the new firing is directed toward a new target.

Other changes have involved a complete modernization of *Boston's* radar and other electronic gear to give the ship the most up-to-date CIC (combat information center) possible. It has a rapid target designator that makes it possible for the deadly *Terriers* to destroy a number of planes attacking the Fleet at the same time.

Boston also can fire bombardment guided missiles against land or ship surface targets by carrying along portable launchers for the *Regulus* missile on special missions. In time, it is predicted, *Boston* will acquire a built-in capability of firing such surface-to-surface weapons. Such alterations to this end were not made at this time because of the desire to give the Fleet the protection of the *Terriers* as soon as possible.

(Some existing ships of the Fleet are already capable of firing the *Regulus*, which is a high subsonic pilotless bomber, *uss Los Angeles*, (CA 135), for example, has a built-in *Regulus*-launching rack and other cruisers and aircraft carriers can carry portable racks. Flattops with steam catapults can launch the missile.

(Two fleet submarines, *Tunny* (SSG 282) and *Barbero* (SSG 317), have been more extensively modified to fire the *Regulus*. The missiles may be fired from the surface of the ocean, although experiments in firing guided missiles from submerged subs have been made.

(A new submarine, built from scratch to launch guided missiles, will be laid down under the present building program. Congress has also voted funds for building three 3900-ton frigates to fire the *Terrier*. One of the 512-foot craft will be built at the San Francisco Naval Shipyard and the other two at Puget Sound.)

The Navy will also convert *uss Galveston* (CL 93) into a guided missile craft that will carry the newer, longer range missile *Talos*, and modify *uss Gyatt* (DD 712) for firing the *Terrier*.

RADM John H. Sides, USN, commander of the Navy's first guided missile cruiser division, is authority for the statement that two *Terriers* fired at an attacking plane "normally should take care of it."

The *Terrier* is designed to intercept aircraft under all weather conditions at longer ranges and higher altitudes than conventional aircraft guns. It is launched by a "booster" quite similar to that of the Nike, and then moves at supersonic speeds by its own power. It is aimed at the target rather than almost straight up, as is the Nike.

The *Terrier* was fired experimentally in Fleet operations last year from the *uss Mississippi* (AG 128), the experimental gunnery ship. This operation marked the completion of the *Terrier's* test fire program.

Developed by the Navy's Bureau of Ordnance, the *Terrier's* technical direction was provided by the Johns Hopkins University, Applied Physics Laboratory, Silver Springs, Md. Currently, the missile is being produced in quantity in the Naval Industrial Reserve Ordnance Plant at Pomona, Calif.

The new needle-nosed weapon may be launched

Missileers Will Play Big Role

At the commissioning of *USS Boston* (CAG 1), the Navy's first guided missile ship, Chief of Naval Operations ADM Arleigh A. Burke, USN, gave a report concerning the manner in which the "New Navy" is shaping up. His statement, excerpts of which are presented here, is of great interest and importance to every Navyman.

THE YEAR 1955 has been a momentous one for the fleet. It marks the beginning of the nuclear-age Navy.

We have placed in commission our first nuclear-powered submarine, *uss Nautilus*. She is a truly remarkable weapon—with almost unlimited future. Today, *Nautilus* is fitted in as just another ship of the fleet—but a mighty potent one. She and her far-reaching, fast-moving sisters to follow will have many built-in capabilities. Some of them will be capable of attacking enemy convoys at high speeds, some of them will be capable of fighting against enemy submarines, some will provide early warning for enemy threats from the air and sea, some will lay mines, some will fuel and support seaplanes, some will launch commandos, and some will launch guided missiles against targets on sea or land. All these submarines will have two or more capabilities—all will be multi-purpose. These, and many similar tasks, will be accomplished by our nuclear-powered submarine fleets of the future.

We hope to extend nuclear power to the combatant surface Navy within the next couple of years—to guided missile cruisers such as *uss Boston*—to frigates—and to aircraft carriers.

A few weeks ago we commissioned *uss Forrestal* (CVA 59)—today's ship of the line. With this class ship in our fleets, the Navy has increased its ability many fold to make reprisal attacks from the sea. Along with this ship have come new attack aircraft—the A3D *Skywarrior*, and the A4D *Skyhawk*. These new aircraft will carry very effective air-to-air missiles. They can carry any one of many types of atomic weapons. They are fast and they can fly great distances. They are good aircraft.

We have under development a new seaplane that shows great promise. For many years naval planners have worked on the development of a seaplane concept. We have been able to build the submarines to replenish and support her—the tenders and floating docks and mobile logistics to exploit her fully. Now it looks as if our dream has come true with the new P6M *Seamaster*. She has speed; she has range. She has rough-water capabilities. She is capable of delivering atomic bombs and mines against enemy targets. She will have the support and the protection of the myriad weapons of the sea to exploit her full poten-

readily from the ship or ground to search out and destroy with deadly accuracy any type of attacking aircraft. Because of its adaptability to amphibious warfare, the Marine Corps has selected it as its first anti-aircraft missile.

Equally effective at night, the *Terrier* is guided by several different electronic devices aboard ship. Radar and electronic equipment for detecting targets and for

in Atomic Age Navy, Says ADM '31-Knot' Arleigh Burke, CNO

tiality, and use the seas to our country's maximum advantage. She will add much versatility and flexibility to our country's sea-based retaliatory forces.

This Navy of ours is already a powerful, hard-hitting outfit. Tomorrow she will be even more powerful as all our military services gird to meet any threat to our country's existence. Our Navy will be critically dangerous to an enemy in a limited war or an all-out war. We will force him to dilute his defenses. We will force him to disperse both his offensive and defensive forces. As the Navy grows stronger, it will demand increasing attention. The Navy will pack a terrific atomic wallop. Naval air will be capable of striking targets from many different directions, from many different altitudes, using many types of aircraft and missiles.

Now we are commissioning *Boston*—our Navy's first guided missile cruiser. Thus in 1955 we have completed a triumvirate of things to come, for the Navy.

There have been many miraculous changes in our Navy since those pioneering days of 1776 when the first *Boston*, a 24-gun frigate, required 17 days to sail across the Atlantic. There have been many changes since *Boston* number two fought at Lake Champlain, with stones ballasting her stern to trim for the single twelve-pounder mounted on her bow. There have been many changes since *Boston* number three—a beautiful 136-foot corvette—fought against the pirates in the West Indies at the turn of the 19th Century—whose crew members were allowed 1½ pounds of beef, 1 pound of potatoes; and, as a special treat, a ration of pudding on Sunday—whose living quarters got no fresh air except during actual battle when her ports were opened to run out her guns, and the passing of shells stirred a slight breeze, whose sick bays had no "APCs" and the main medical instrument was the surgeon's saw. There have been many changes since *Boston* number four sailed the Atlantic and the Mediterranean for the main purpose of showing the American flag, and since steel-hulled *Boston* number five fought under Admiral Dewey in the Battle of Manila Bay. And indeed there have been many changes in the last 10 years since the ship that we are commissioning today fought as a heavy cruiser during World War II.

You will notice the huge number "One" on the side of this ship's bow. That "One" is a symbol of great significance. This ship is the first of literally dozens of fighting ships that will don new armaments within the next five years. It is armament such as this that will give our fleets the striking power to go where they need to go—to do the job that needs to be done, in time of peace, in time of limited war, and in time of nuclear war.



ADM Arleigh A. Burke
Chief of Naval Operations

Now let us look to the future. Today, the sailors are taking over from the developers. You will bring life to this vast mass of electronic gear, explosives and steel. Many of you men aboard *Boston* have completed special training in guided missiles. You are truly the pioneers of a new era of naval warfare. It is your duty and your privilege to discover the potential of this ship's new armament and to train other "missileers" who will follow you.

Today's ceremony is actually a preview of things to come. It is the first phase of the Navy's planned introduction of quantum improvements in her armaments.

Boston is our first surface-to-air guided missile ship. Supersonic *Sparrows*—air-to-air missiles are already in operation. *Petrel*—the air-to-underwater guided missile—is already entering the operational stage. *Regulus*, with a surface-to-surface capability is being exploited in fleet units—in submarines, cruisers and aircraft carriers. The missile growth curve has just started its upward sweep in the Navy. In a month, we will have more—and thereafter more. The long dry spell in missile development is over.

Men of *Boston*—you have a wonderful ship, a trained crew, unlimited opportunities. On you and the ability you demonstrate will depend much of the Navy's future. Good luck, and may God sail with you.

"homing in" the missiles represents a most drastic change. Designed for a maximum degree of automatic operations, this equipment is the most modern available.

The new division—Cruiser Division 8—will be composed of *Boston* (CAG 1) and *uss Canberra* (CAG 2), with *Boston* serving as division flagship.

RADM Sides was earlier Director of the Guided Missiles Division in the Office of the Deputy Chief of

Naval Operations for Air, before taking over command of CruDivEight.

The new cruiser division, under operational control of Commander Battleship Cruiser Force Atlantic Fleet, is expected to be employed in rotation with other cruiser forces operating in the Mediterranean.

RADM Sides believes the new ability of the Fleet to protect itself against air attack, signalled by the com-

SecNav Sees 'Navy of Tomorrow'

"I have not been describing a futuristic or imaginary Navy. The parts of this new Navy are here today."



Charles Sparks Thomas
Secretary of the Navy

This was the keynote of a speech at Jacksonville, Fla., in which the Honorable Charles S. Thomas, Secretary of the Navy, made it clear that the so-called "Navy of Tomorrow," with nuclear propulsion and guided missiles, is actually here today.

"The day of the rifled gun is coming to an end," said SecNav in speaking of the new guided missile cruisers in his

outline of the Navy.

First of these cruisers is *USS Boston* (CAG 1), to be joined by *USS Canberra*, scheduled to join the fleet early in 1956.

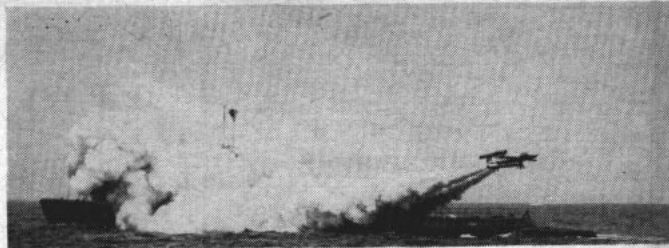
New destroyers and escort vessels are equipped with the latest weapons for the detection and destruction of enemy submarines, said the Secretary of the Navy.

Mr. Thomas said the next improvement in seaplanes probably will be nuclear power. The seaplane, he said is the logical aircraft for atomic power because of its strong hull, and seawater as a shield against atomic radiation. It can be built with the performance to equal any land plane.

missioning of *Boston*, will affect sea warfare fundamentally. It makes it possible to destroy bombers without losing several fighter planes in the process as has been past experience, he says.

"It is my personal opinion," RADM Sides has said, "that within five years, the Navy will have dozens of guided missile ships. They will include not only vessels carrying antiaircraft missiles but also larger ships with surface to surface missiles capability."

He feels, however, that guided missiles will not replace piloted planes "during this generation." For the "next several years," he says, guided missiles will give the Fleet an "important new potential" that will supplement rather than replace naval guns and aircraft.



MANY SHIPS of the modern Navy will fire guided missiles. Here tests are being made from submarine.

Boston—A Historic Navy Name

USS Boston is a proud name in a proud lineage. Six *Bostons* have served the United States almost continuously since the first ship of the name, a 24-gun frigate, joined the original U. S. Navy in 1776.

The first *Boston* was built at Boston, in 1776. In 1778, en route to France with Commissioner John Adams, she captured the British ship *Martha* and a valuable cargo. Later she cruised in European waters, and made several other captures.

The second *Boston* was a gondola, 3 guns, 45 men, and was one of the Squadron on Lake Champlain.

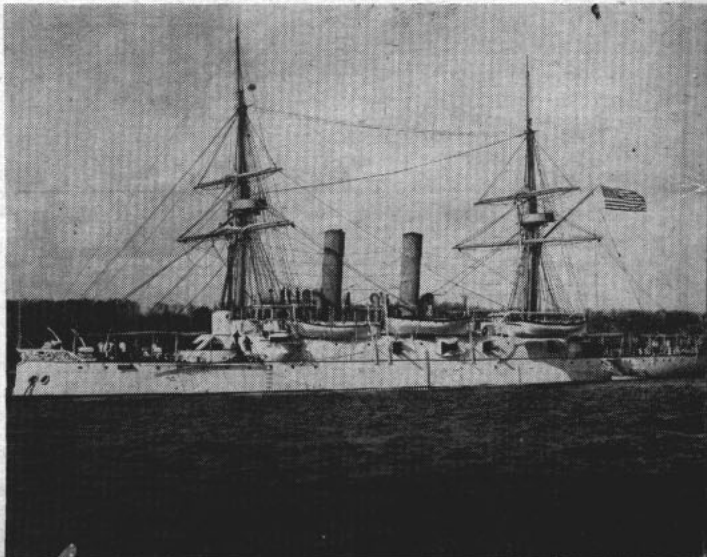
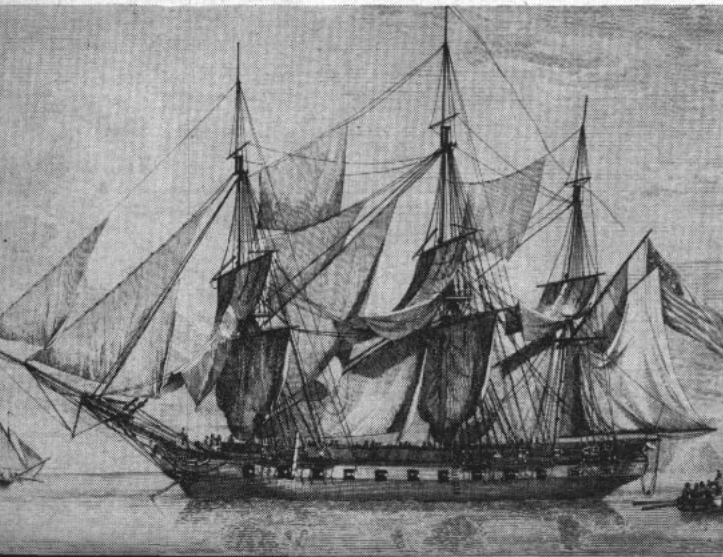
Boston number three was a 700-ton frigate, carrying 28 guns and 230 men. During her two cruises in the West Indies before she was placed out of commission under terms of the Peace Establishment Act in 1801, she captured, alone or in company, many prizes among which were the schooner *Weymouth*, Danish brig *Flying Fish*, ship *Two Angels*, the sloops *Le Heureux* and *La Fortune* and the brig *Hope*.

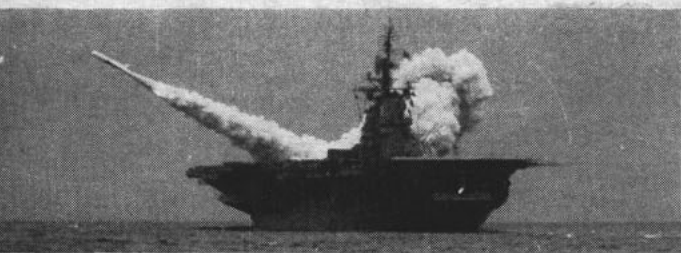
The fourth *Boston*, which had a displacement of 700 tons and carried 18 guns, was also built in Boston, this time in 1825. She served all over the world, and was finally lost in 1846 during a squall.

A considerable period elapsed between the loss of *Boston* number 4 and the launching of the 3000-ton *Boston* number 5 in 1884. As one of the ABCD cruisers in the then "new Navy"—they were *Atlanta*, *Boston*, *Chicago*, *Dolphin*—she went to sea with the famous "White Squadron," fought with Commodore George Dewey at Manila and landed her Marines on Hawaii and in Panama during her long career.

She was decommissioned in 1899 but was called back into the service three times, eventually taking the name *Despatch* when the sixth *Boston* (CA 69) was commis-

THERE WERE SIX BOSTONS. Here is the third, a frigate, and the steel cruiser of the 'White Squadron,' 1889.





AIRCRAFT CARRIERS have helped in the development of sea-to-air missiles by these firing tests from decks.

sioned. In 1846, she was towed to sea, set ablaze and sunk by naval gunfire. (ALL HANDS, May 1946, p. 47.)

Boston—Before Conversion

Construction of the sixth *Boston* was ordered by the Navy Department on 1 Jul 1940 as the second heavy cruiser of the *Baltimore* class. She was built for speed, maneuverability and tremendous fire power. She officially hoisted her ensign at commissioning ceremonies on 30 Jul 1943.

As a unit of the famous Task Force 58, *Boston* participated in the seizure of the Marshall Islands, helping to secure the Eniwetok and Kwajalein atolls in 1944.

From there, *Boston* steamed north for the first raid on the Palau islands and the Western Carolines. At dusk on 30 March torpedo planes attacked the task force and for the first time the guns of *Boston* fired at the enemy. Her first "kill" was scored on 29 Apr 1944 when the task force made its final strike against the Japanese island fortress of Truk.

In mid-May *Boston* participated in an attack on the islands of Marcus and Wake. This action proved to be the tune-up for one of the most vital missions of the entire war—the attack on the Marianas. Besides the almost complete annihilation of Japan's carrier air power, *Boston* helped to cripple the enemy fleet.

The Fourth of July was celebrated by giving the island of Iwo Jima its first plastering by naval guns.

Joining the newly formed Third Fleet in September, *Boston* spent the next few months in action at Palau, Mindanao, Cebu, Negros, Zamboanga, Morotai, Peleliu, Ulithi, Manila Bay, Okinawa, San Bernardino Strait, Luzon and Mindoro.

She was under way again on New Year's Day, 1945, supporting the Third Fleet in dealing death blows to the remnants of the Japanese fleet. Taking time out in

Navy's First CAG Commander

Captain Charles B. Martell, USN, has assumed duties as commanding officer of the world's first guided missile cruiser.

A holder of the Legion of Merit, Captain Martell commanded the experimental gunnery ship, *USS Mississippi* (AG 128), last fall when she successfully employed guided missiles in Fleet operations.

When World War II broke out, Captain Martell was gunnery officer of the battleship, *USS New Mexico* (BB 40). In 1943 he joined the staff of Commander-in-Chief, U. S.

Fleet where he served as Antiaircraft Readiness Officer. At the war's end, he commanded the attack transport, *USS Union* (AKA 106), and in 1947 took over command of *USS Aucilla* (AO 56), a fleet oiler.

From 1948 to 1951, Captain Martell served as Assistant Director of the Navy's Atomic Energy Division, Office of the Chief of Naval Operations. He assisted in development of the U. S. Navy's competence to conduct atomic warfare. During the Korean conflict he served on the staff of the Commander in Chief, Pacific Fleet.

Captain Martell has been selected for promotion to the rank of Rear Admiral.



CAPT Charles B. Martell
Skipper of *USS Boston*

March for a stateside overhaul, *Boston* rejoined the Pacific Fleet in July and continued carrier operations against the enemy. She anchored in Tokyo Bay the day after the formal Japanese surrender on 2 Sep 1945.

The *Boston* was subsequently decommissioned and assigned to the Pacific Reserve Fleet. In February 1952 she was towed through the Panama Canal to Philadelphia where conversion was begun in April 1952.

In addition to her *Terrier* armament, the present-day *Boston*, as CAG 1, is armed with six 8-inch guns in forward turrets; 10 dual-purpose guns in five turrets; and 12 3-inch rapid fire weapons in six mounts. She has a standard displacement of 13,600 tons, with a speed listed at 32 knots. She carries a complement of 1635.

USS BOSTON (CAG 1) is eased out to sea by tugs while *Terriers* in launchers are poised to take off on her decks.



TAFFRAIL TALK

THERE'S LITTLE DOUBT about it—all hands are becoming more and more enlistment-conscious.

Richard Justinger, YN1, of the Key West, Fla., Naval Base, for example, has literally "enlisted" his new-born daughter, Terri Gale, into the human race.

Proud Navy parents might be interested to know that Justinger sent out birth announcements that bear a startling resemblance in form and terminology to the enlistment contracts signed by personnel when they enlist in the armed forces.

Terri "enlisted in the civilian reserves," according to the announcement (or is it "enlistment contract"?), in Key West's Naval Hospital in September.

The seven-pound, brown-eyed miss signed up for a lifetime hitch, says the announcement, and was immediately placed on active duty.

The examining surgeon at Terri's physical was LT A. L. Tanis, (MC), USNR, who is on the staff of the hospital.

Terri's parents were her recruiters.

For the benefit of future Navy recruiters, here's Terri's enlistment contract.

ENLISTMENT CONTRACT

Name			
Terri Gail			
Place of Birth			
Ward "E" Naval Hospital, Key West, Florida			
Home Address (City)		State	
119-A Peary Court, Key West		Florida	
Date of Enlistment		Enlisted In	
4 Sept. 1955		Civilian Reserves	
Accepted for Enlistment At			
Ward "E" Naval Hospital, Key West, Florida			
Enlisted For		Prior Service	
Life		No	
Placed On			
Active Duty			
Description			
Sex			
Female			
Color Hair	Color Eyes	Height	Weight
Dark Brown	Brown	20"	6 lbs. 14½ oz.
Examining Surgeon			
Dr. Tanis			
I oblige and subject myself to serve continuously from			
4 September 1955			
Unless sooner discharged			
Subscribed and sworn to before me this 4th day of September 1955			
and contract perfected			
Recruiters: Bonnie and Dick Justinger		Official Title: Parents	



The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

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In most instances, the circulation of the magazine has been established in accordance with complement and on board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

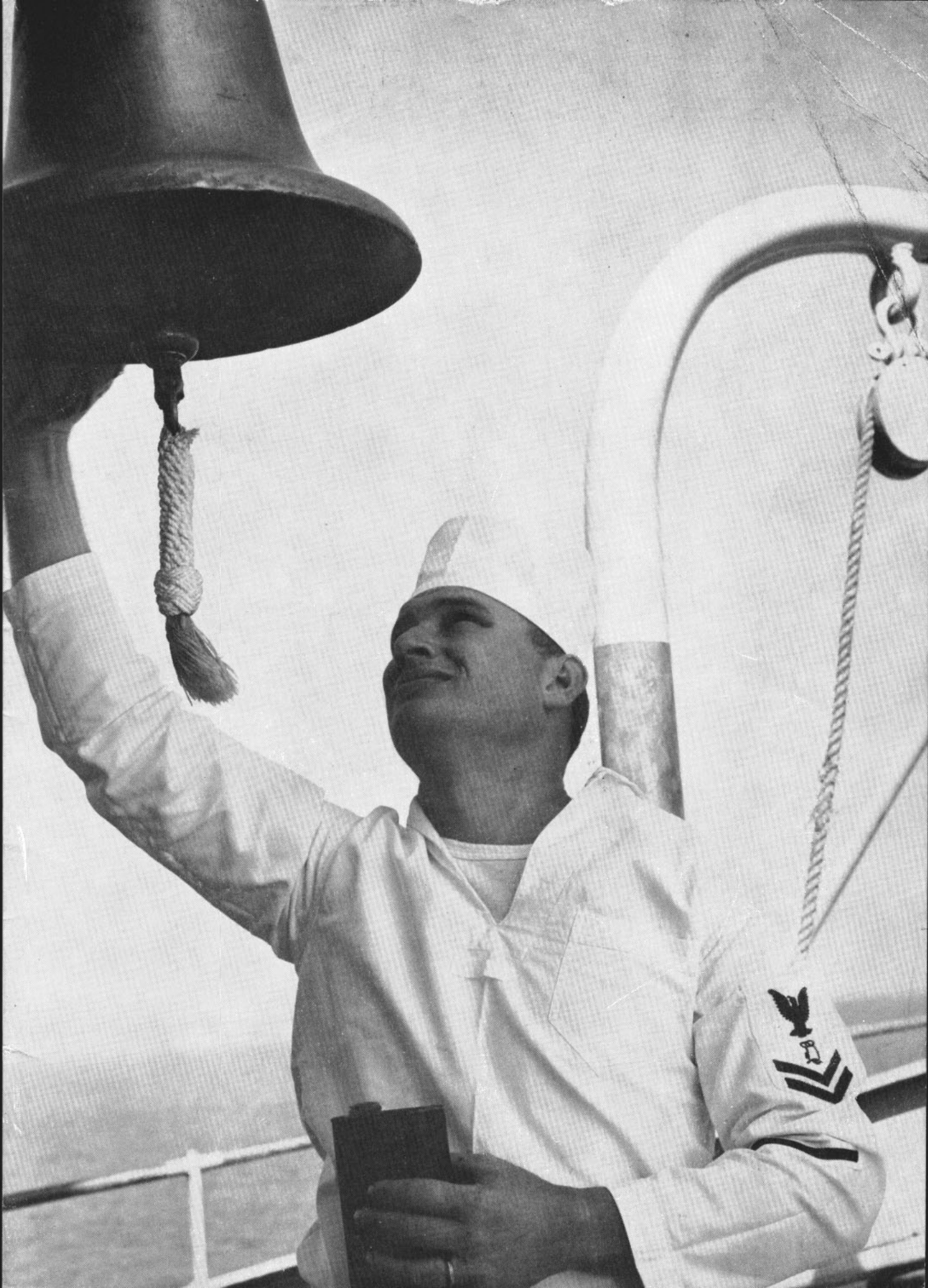
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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin.

• AT RIGHT: TRADITIONALLY the ship's cook is responsible for keeping the bell shined. Following in the footsteps of his salty predecessors is J. W. Wynn, CS2, USN, polishing the bell of USS Mount McKinley (AGC 7).

ALL HANDS



24 HOUR WATCH?

PERS. G112



**SECURITY is a round-the-clock
responsibility of every navyman**

**if your job is classified:
keep it that way**

DON'T TALK ABOUT IT

DON'T WRITE ABOUT IT

**SECURITY IS PART OF THE
NAVY'S BASIC MISSION-
THE DEFENSE OF THE NATION**